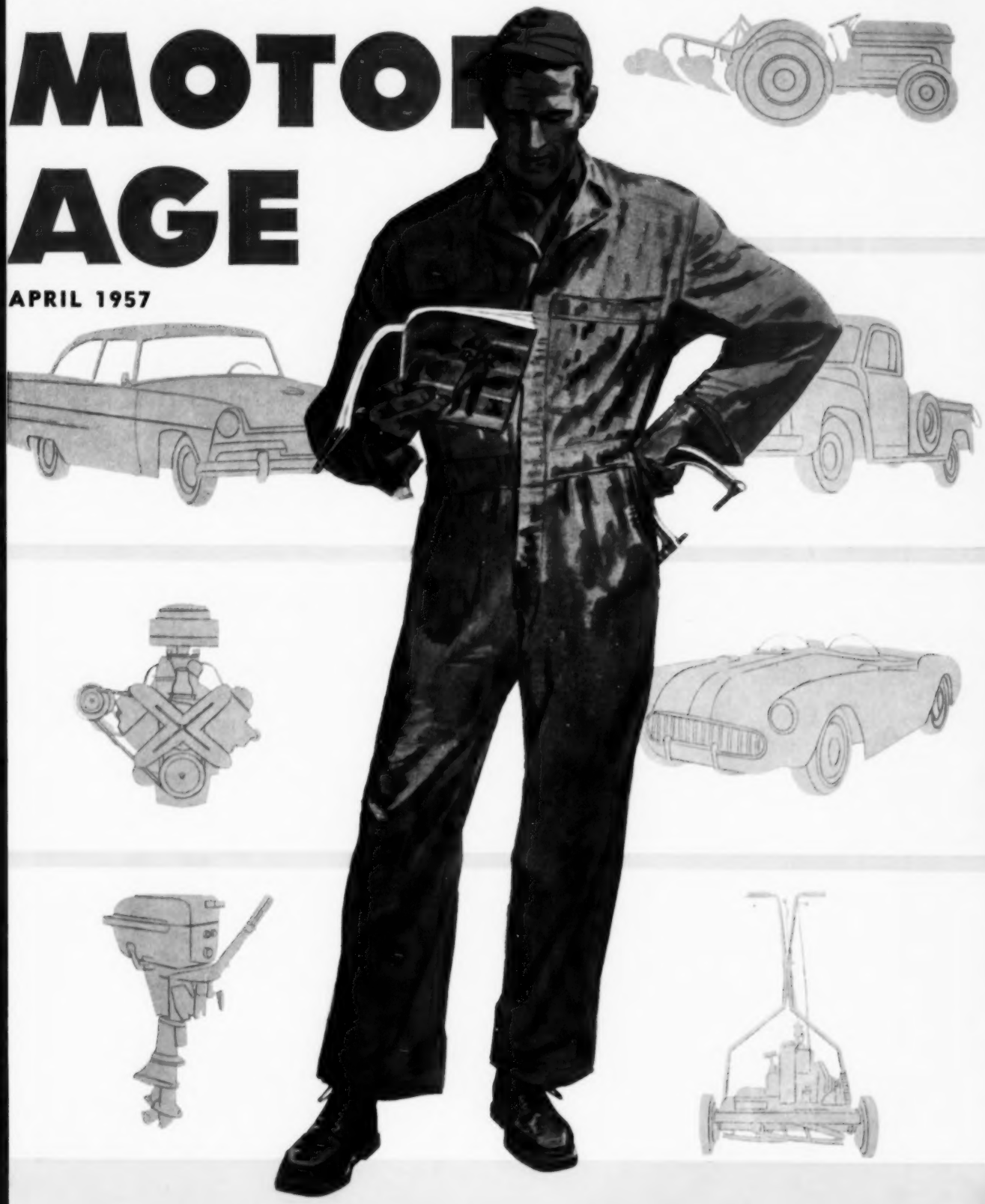
CHILTON'S

MOTOR AGE

APRIL 1957



Jobber Executive Edition

—follows page 32

Sealed Power *announces the* ***first***

Stainless Steel Oil Ring

Stainless Steel maintains tension!

Stainless Steel resists corrosion!

Stainless Steel resists wear!

DESIGN ADVANTAGES:

← RADIAL PRESSURE

Circumferentia. abutment type design makes the ring independent of contour and depth of piston groove. Consequently, it can exert its pressure uniformly and can conform more readily to the bore. The SS-50U is easy to assemble on piston.

CHROME RAILS →

Full chrome-faced side rails assure long ring life. Special treatment of these rails produces quick seating.

← BETTER OIL CONTROL

assured by uniform radial pressure. Full flow of oil back to crankcase obtained by maximum ventilation.

SIDE SEALING →

is assured by the proper axial pressure of rails against sides of groove. This provides smoke control under high vacuum conditions.

SEALED POWER CORPORATION • MUSKEGON, MICHIGAN • ST. JOHNS, MICHIGAN • ROCHESTER, INDIANA • STRATFORD, ONTARIO

DETROIT OFFICE • 7-234 GENERAL MOTORS BUILDING • PHONE TRINITY 1-5440

Sealed Power Piston Rings

PISTONS • CYLINDER SLEEVES

Leading Manufacturer of Automotive and Industrial Piston Rings Since 1911

Largest Producer of Sealing Rings for Automatic Transmissions and Power Steering Units

and different

a new, rubber-based cement that really seals gaskets

STICK-N-SEAL

STICK-N-SEAL is a quick-setting, brushable liquid with *outstanding tackiness and adhesion.* Ideal for all assembling jobs!

STICK-N-SEAL is made of Buna-N type synthetic rubber that *resists gasoline, lubricating oils, water, glycol* and *kerosene.* Won't deteriorate like ordinary rubber cements!

STICK-N-SEAL comes in 2 oz., ¼-pint, 1-pint, 1-gallon and 5-gallon containers. *Handy applicators are supplied* with sizes up to 1-pint.

STICK-N-SEAL *can be ordered from your jobber now.*

Tacky in a split second –SEALS for good

No more "Delayed Reaction" leaks after the job is done

PERMATEX

PERMATEX COMPANY INC.

GENERAL OFFICES • 300 BROADWAY • HUNTINGTON STATION • NEW YORK

BROOKLYN 35, NEW YORK, U.S.A. • KANSAS CITY 15, KANSAS, U.S.A.

(Advertisement)

ANOTHER **BLUE STREAK** SECRET SERVICE TIP FOR YOU...

SHERLOCK McKANICK and MIKE

...SHOW YOU HOW TO GET THE MOST OUT OF THIS HELPFUL ISSUE OF MOTOR AGE

THIS APRIL ISSUE OF MOTOR AGE IS MARVELOUS!
WHAT'S IT ALL ABOUT, SHERLOCK?
THESE CHILTON SPECIFICATION PAGES ARE THE MOST USEFUL THING ANY MECHANIC CAN KEEP IN HIS SHOP!
?
NEW 1957 TUNE-UP INFORMATION? OH BOY!
-AND BEST OF ALL, BLUE STREAK HAS PUT THEIR LISTINGS OF IGNITION PARTS, AND BATTERY CABLES RIGHT NEXT TO THE MOTOR AGE TUNE-UP SPECS...
HEY! LET'S HAVE A LOOK!
..SO, THE MECHANIC CAN EASILY LOCATE THE BLUE STREAK PART TO USE FOR THE CORRESPONDING TUNE-UP OPERATION.
SWELL! LET ME SEE..
-AND THAT GOES FOR HYGRADE TOO!
-ER, COULD I HAVE A LOOK AT—?
IMAGINE, MIKE, OVER 50,000 BUSY DEALERS LOOK TO BLUE STREAK AND HYGRADE FOR THE WORLD'S BEST HEAVY-DUTY REPLACEMENT PARTS!...
JIMMINY, COULDN'T I PLEASE TAKE A...
...PLUS THE MOST HELPFUL CATALOGUES AND TECHNICAL BULLETINS IN THE INDUSTRY!
I AM A BLUE STREAK DEALER, SHERLOCK, CAN I TAKE A PEEK AT...?
DEALERS: IF YOU WANT THESE SPECS IN WALL CHART FORM, WRITE FOR FREE TUNE-UP WALL CHART F-640 STANDARD MOTOR PRODUCTS, INC. 37-18 NORTHERN BLVD. LONG ISLAND CITY, NEW YORK.
SIGH!
YES, OPERATOR—PHILADELPHIA! HELLO, MOTOR AGE?—HAVE YOU GOT AN EXTRA COPY OF THE APRIL ISSUE?

STANDARD SPECIFICATION PAGES ARE:

Page 75 — BLUE STREAK Wire and Cable Pages 78-79 — BLUE STREAK Distributor Parts Pages 80-81 — HYGRADE Carburetor Parts

BLUE STREAK

REGULATORS - SWITCHES - COILS - CONDENSERS - WIRE and CABLE - CONTACT POINTS

CHILTON'S
MOTOR AGE
WITH WHICH IS COMBINED AUTOMOBILE TRADE JOURNAL

FRANK P. TIGHE, Editor

WM. H. WOLFE, Managing Editor • JOHN K. MONTGOMERY, Technical Editor • WM. M. MONTGOMERY, Associate Editor • MARCUS AINSWORTH, Statistical Editor • HOWARD KOHLBRENNER, Art Director • LEONARD WESTRATE, Detroit News Editor • EDWARD JANICKI, Detroit Assoc. Editor • JOSEPH GESCHELIN, Engineering Editor • THOMAS MAC NEW, Eastern Editor • KEN ROSE, Midwest Editor • G. H. BAKER, R. M. STROUPE, N. R. REGEIMBAL, Washington News Editors • RAYMOND KAY, Pacific Coast Editor • PAUL WOOTON, Washington Member of the Editorial Board

APRIL 1957
Vol. 76, No. 5

IN THIS ISSUE

NEWS

Report to Our Readers 31
Newscoop 33
News of Automotive Education 124
On The Go With IGO 126

ARTICLES

How Engines Waste Oil 37
Pop O'Neill—Oil on Troubled Waters 40
How to Give Interior Panels That New Car Look 42
Safety Checks Sell Service 44
You Can Trim Overhead Thru Power Mower Service 46
Batteries . . . Know When to Replace or Recharge 48
What You Should Know About Fuel Injection Systems 50
Motor Age Shop Clinic Quiz 52
Part IV—Business Facts of Life 54
Work-A-Day Specs 57

DEPARTMENTS

Service Man's Idea Book 53
Management Clinic 56
Price, Weight and Body Table 71
New Car Registrations 107
Shop Kinks 108
New Products 112
Calendar of Coming Events 196
Advertisers' Index 202
Last Laugh 204

MOTOR AGE. Published monthly by Chilton Company, Chestnut & Fifty-sixth Streets, Philadelphia 39, Pa. Entered as Second Class Matter December 27, 1935, at the Post Office at Philadelphia, Pa.; under the Act of Congress of March 3, 1879. Subscription price: United States, United States Possessions, $4.00 for one year; $7.00 for two years. Canadian, Foreign $5.00 per year; $8.00 for two years; single copies, 40 cents. COPYRIGHT 1957 BY CHILTON COMPANY.

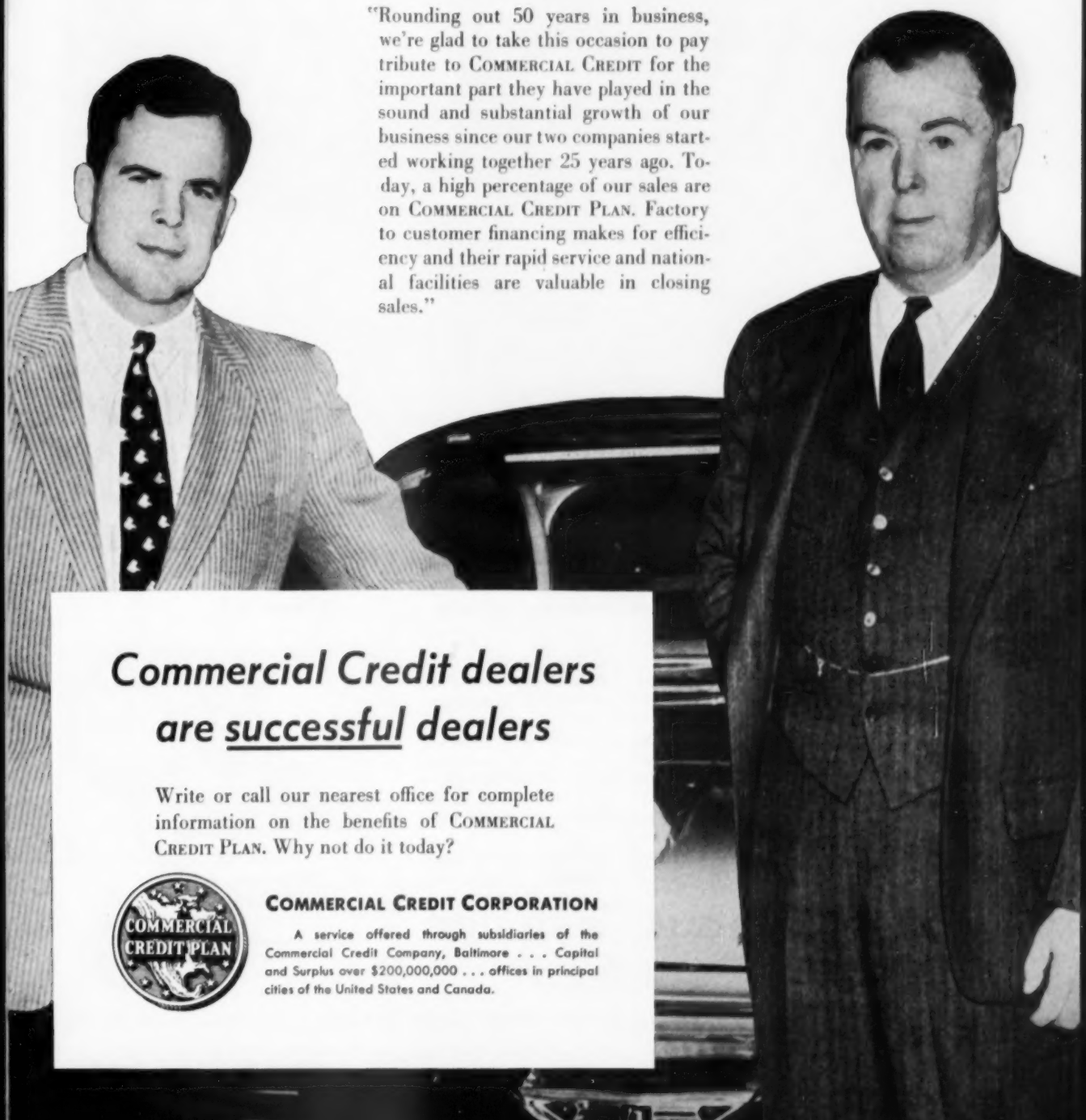
You can't play around with customer satisfaction. That's why it's smart to start new customers on Quaker State. It's the pure Pennsylvania Motor Oil designed for high compression engines. Designed to be a real profit-maker also!

QUAKER STATE OIL REFINING CORPORATION, OIL CITY, PA. • MEMBER PENNSYLVANIA GRADE CRUDE OIL ASSOCIATION

"...rapid service and national facilities are valuable in closing sales"

says **GEORGE H. THORNTON,** President of Thornton-Fuller Co. of Philadelphia. Also shown is Mr. Thornton's son Frederick who is Vice-President and the third generation in the business. Thornton-Fuller was founded 50 years ago and has been selling the same car—Dodge—since it was first manufactured.

"Rounding out 50 years in business, we're glad to take this occasion to pay tribute to COMMERCIAL CREDIT for the important part they have played in the sound and substantial growth of our business since our two companies started working together 25 years ago. Today, a high percentage of our sales are on COMMERCIAL CREDIT PLAN. Factory to customer financing makes for efficiency and their rapid service and national facilities are valuable in closing sales."



Commercial Credit dealers are successful dealers

Write or call our nearest office for complete information on the benefits of COMMERCIAL CREDIT PLAN. Why not do it today?

COMMERCIAL CREDIT PLAN

COMMERCIAL CREDIT CORPORATION

A service offered through subsidiaries of the Commercial Credit Company, Baltimore . . . Capital and Surplus over $200,000,000 . . . offices in principal cities of the United States and Canada.

He's looking for the INVISIBLE THOUSANDTH that can make or break this overhaul

The right tools mean a better bearing job, done faster

When rods are out-of-round new bearings go out-of-round, too. It isn't worth taking a chance! The Out-of-Round Gauge, with its accurate, easy-to-read dial, quickly checks rod bores, tells which must be replaced, eliminates guesswork!

Other tools for faster, better overhauls: Bearing Oil Leak Detector, which checks all bearings, internal oil lines before tearing down the engine, checks finished work, pre-lubricates engine before turning it over. Crankshaft Gauge checks journals for wear with shaft in the engine. Roll-out Pins permit removal, replacement of upper main bearing halves with shaft in the engine.

Ask your Federal-Mogul Jobber about these useful, time-saving tools!

The complete service bearing line

GET IT FROM YOUR JOBBER

FEDERAL-MOGUL SERVICE

DIVISION OF FEDERAL-MOGUL-BOWER BEARINGS, INC.

RESEARCH • DESIGN • METALLURGY • PRECISION MANUFACTURING • SERVICE

MEET MERCHIE! ...who sings his song of sales (to the tune of "Little Brown Jug")

MR. TOOL MERCHANDISER HIMSELF

"Set me up where I'll be seen...
Keep me stocked and priced and clean...
I'll bring you impulse sales galore...
And help your daily profits soar."

It's just good business to put "Merchie," your PROTO Tool Merchandiser where he will get you more of those plus-profit "impulse" sales. Proto is the prestige quality line, known the nation over. It's in demand! And remember, PROTO Tools pay you higher profits per sale than many items you stock. So—let "Merchie" make extra sales, higher profits—for you!

He may visit you any day, now...

THE MYSTERY SHOPPER

Dont miss out. Follow the 1-2-3-4 EXTRA $$$ suggestions (described at the right). Then you'll be in line for a share of hundreds of dollars in cash or merchandise prizes to be awarded.

5781

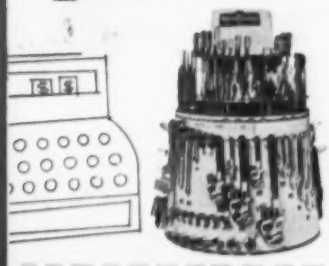
PROTO TOOLS

PROTO means PROfessional TOols

2209 Santa Fe Avenue,
Los Angeles 54, California

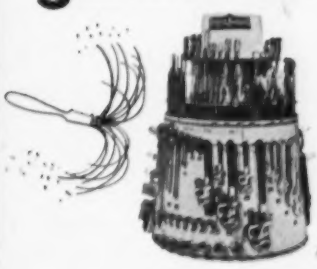
HOW TO GET EVEN FASTER TURNOVER FOR INCREASED PROFITS...and qualify for Mystery Shopper Contest prizes!

1 SET UP IN EASY-TO-REACH LOCATION

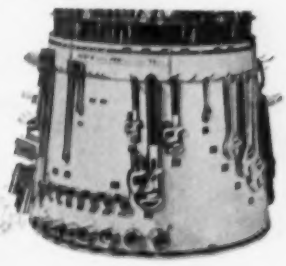


2 AVOID EMPTY HOOKS

3 KEEP NEAT AND CLEAN



4 MARK CURRENT PRICES PLAINLY



We're what they call
SPRING SPRINTERS. We're the folks in
Ford's big, new Parts and Service advertising campaign.
This month more than 30 million people are going to
meet us in LIFE, READER'S DIGEST and
THIS WEEK magazine.

Our job is to remind people to get their Fords set for warm-weather driving early... where they see the new red-and-white **FoMoCo** sign...the sign that means "We use Genuine Ford Parts."

And that's your cue, Mr. Independent Garageman. Better get your **FoMoCo** sign up front ...and soon. We'll be sending a lot more Ford business your way.

To get your new **FoMoCo** *sign see your Ford Dealer or mail this coupon today!*

It's free

PARTS AND SERVICE PROMOTION DEPARTMENT

Ford Division, Ford Motor Company, Box 658, Dearborn, Mich.

Please send me complete information on how independent garages can get the brand-new Genuine Ford Parts "FoMoCo" sign. I'd like to cash in on this, too!

FIRM NAME _____

INDIVIDUAL'S NAME _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____ H-4

ADVERTISED IN
LIFE
ADVERTISED IN
LIFE
LIFE
LIFE
LIFE
LIFE
LIFE
LIFE
$

"Advertised-in-LIFE" builds your traffic

LIFE's advertising pages help you sell automotive accessories, because LIFE reaches—and pre-sells—people right in your neighborhood.

In an average community, anywhere in America, LIFE reaches 3 out of 5 households in a 13-week period. And an average issue of LIFE reaches 30.4% of all car owning households.

Your customers not only *read* LIFE. They respond to LIFE—to words, pictures and advertisements.

You, too, will find what more and more garage operators, parts outlets and auto dealers are discovering: that LIFE-advertised products have a ready market and that the "Advertised-in-LIFE" selling symbol brings you steady sales.

LIFE REACHES

more automobile owners. An average issue is read by 30.4% of all car owning households.

more people everywhere. Weekly circulation: LIFE 5,740,000;* Saturday Evening Post 4,949,642;* Look (bi-weekly) 4,191,057.†

Sources: *Publisher's Estimate (July-December 1956). †July-December 1956 "As filed with the Audit Bureau of Circulations, subject to audit." *A Study of the Household Accumulative Audience of LIFE.*

People respond to LIFE

(Advertisement)

COMING... *for Sunoco Dealers* ONLY

FUELS OF THE FUTURE CUSTOM-BLENDED AT THE PUMP!

For the first time you'll be able to offer every car owner a motor fuel tailored to the exact octane needed for full knock-free performance... without his wasting gasoline money on octane his car can't use.

America's first custom-blending system is on its way!

THE PROBLEM confronting the entire petroleum industry, the automotive industry, and car owners alike is *how to get the right motor fuel for best performance without wasting money.*

With only two or three grades to choose from, many motorists are finding it necessary to pay several cents a gallon more for octane higher than their cars actually need.

Sun has the answer... a revolutionary new system of custom-blended motor fuels... tailored-to-order at the pump... to the precise octane needs of each individual car. As soon as new pumps and storage tanks can be installed, a motorist will be able, for the first time in history, to get from his Sunoco dealer motor fuel of the exact octane his car needs. He will no longer have to pay for octane his car cannot use.

What are Sun's new Fuels of the Future?

Sun's *Fuels of the Future* are far more than just a two-grade or three-grade offering of gasoline. They are a graduated series of motor fuels custom-blended from one revolutionary automatic blending pump. Each fuel is tailored to the exact requirement of the car, whatever its

make, model, age, or compression ratio. It will be an entirely new way of buying gasoline. And they're going to like everything about it.

What's behind Sun's new Fuels of the Future?

Sunoco's *Fuels of the Future* are based on two history-making developments:

1. A "super-fuel" of an octane quality far beyond the requirements of any car on the road today.
2. A radically new automatic blending pump which can draw from separate tanks and blend this "super-fuel" with Premium Quality Blue Sunoco in varying proportions to deliver motor fuels of different octane strengths. The motorist can make his own test in his own car and find the blend which suits his car best. And he pays only for the octane his car needs for maximum performance.

Will custom-blending affect the price the motorist pays for gasoline?

It should save him money. Because instead of being limited to two or three grades of gasolines, he will be able to choose through actual test the exact octane blend his car needs...and pay only for that octane. And no matter what the make or model of his car, its age, mileage or condition, there will be a custom-blended Blue Sunoco exactly tailored to its needs for maximum performance at lowest possible cost.

Will famous Blue Sunoco still be available at regular gas price?

Yes! Premium Quality Blue Sunoco is at the highest octane in its history. 9 out of 10 cars on the road today will never need anything finer. It will continue to be available at every Sunoco station...premium quality at regular gas price. The only difference is it now will be known as Blue Sunoco 200, one of Sun's *Fuels of the Future*.

Sun's custom-blended motor fuels already are available at all Sunoco stations throughout Florida, where thousands and thousands of motorists have switched to the Blue Sunoco blending pump for better performance at lower cost.

How soon will Sun's custom-blended Fuels of the Future be available?

Sun is extending this new custom-blending system throughout its 21-state territory, but because of the complexity of the installations it may be several months, possibly the first of next year, before all of Sun's new *Fuels of the Future* are available to you. In the meantime, one of the higher octane blends of this great new multigrade system, will be available along with Premium Quality Blue Sunoco.

Two great premium blends to be available in April at most stations

New underground storage tanks are being installed in preparation for the custom-blended *Fuels of the Future*. The first to be available will be a higher octane blend of super-premium quality known as Blue Sunoco 240. Its octane rating will be so high even the newest high-compression cars can be sure of smooth, knock-free performance. And, of course, Sun's famous Premium Quality Blue Sunoco will continue to be offered at regular gas price, but under its new name of Blue Sunoco 200.

Keep your eye on Blue Sunoco's *Fuels of the Future* — more than ever America's greatest motor fuel value.

BLUE SUNOCO

Sun Oil Company • Philadelphia 3, Pa.

Typical Delco-Remy one-piece ignition contact set for external adjustment distributors, and its distinctive, moisture-proof foil-wrapped package.

DELCO-REMY ANNOUNCES NEW ONE-PIECE, PREADJUSTED IGNITION CONTACT SET FOR THE REVOLUTIONARY EXTERNAL ADJUSTMENT DISTRIBUTOR

Never before such convenience, accuracy, quality, and sales appeal in ignition contact sets. This new, completely assembled, factory-adjusted unit specially developed for Delco-Remy external adjustment distributors offers these important advantages:

1. One-piece construction for easier, quicker installation.
2. Fully adjusted, including spring tension and contact alignment.
3. Convenient primary terminal for easy attachment and detachment of leads.
4. Revolutionary new adjusting screw permits easy, accurate adjustment of cam angle *while the engine is running.*
5. New moisture-proof, heat-sealed foil package protects contacts from dirt and oxidation—is easy to stock, identify, and *sell.*

Each set is enclosed in the new Delco-Remy moisture-proof metal foil package. These colorful, distinctive packages stack neatly in your parts cabinet, are easily identified, and assure your customer factory-fresh, original equipment merchandise.

DELCO-REMY • DIVISION OF GENERAL MOTORS • ANDERSON, INDIANA

GM GENERAL MOTORS

GENERAL MOTORS LEADS THE WAY—STARTING WITH

Delco-Remy

ELECTRICAL SYSTEMS

Only from BLACKHAWK.

ALL the jacks

BLACKHAWK PORTO-POWER HYDRAULIC BODY JACK EQUIPMENT cuts reconditioning costs . . . lets you make better bids. Only Porto-Power offers more speed, more ways to push and pull, easier setups! It's today's most modern, most complete, MOST PRACTICAL body shop hydraulic power tool.

Beat the "fixed-costs" squeeze with the right jack for every job!

Worn-out, time-consuming make-do jacking equipment plus fixed rates and overhead, rips gaping holes in service profits!

Blackhawk offers you a real solution! Speed-up service, step-up volume and profits with the RIGHT Blackhawk jack for every job. Choose efficient, cost-cutting mechanicals or time-saving hydraulics from the world's *most complete* line! Choose years-ahead, exclusive designs for new car styles, wheels, bumpers.

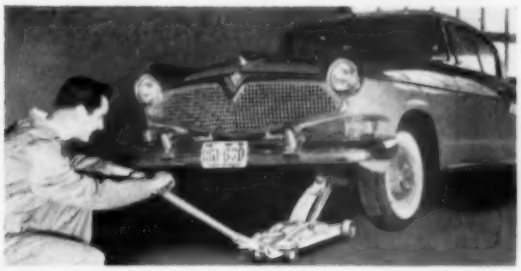
Handle all body repair work more profitably too!

Only Blackhawk Porto-Power hydraulic body jacks give you ALL the pumps, ALL the rams, ALL the attachments for "full-profit" repair of 20 major body sections of ALL cars!

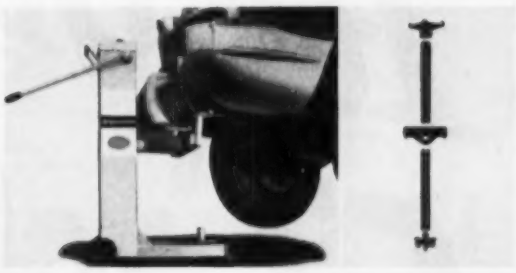
Don't Delay! See your Blackhawk jobber or write for the latest free Blackhawk service jack, mechanical and hydraulic one-end lift, transmission jack, hand jack or "Porto-Power" catalogs!

Make your next jack buy a.

for ALL the jobs!



SERVICE JACKS — Blackhawk hydraulic curb and service jacks (1½, 2, 4 and 10-ton) — highly efficient for *getting under* and lifting fast, safe and sure!

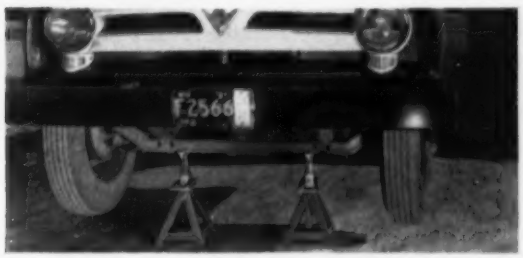


HYDRAULIC ONE-END LIFT — New Blackhawk '57 model Service Chief (1½-ton) handles all '57 cars by bumper bracket or pad. And *new* "Hi-Lift Kit" (see above — right) converts them to high lift jacks in just two minutes!

MECHANICAL ONE-END LIFT — Blackhawk flight-inspired Jeep-Jack features revolutionary air frame design. Weighs just 44 lbs., 1½-ton capacity. Ideal for road or shop service.

TRANSMISSION JACKS — Blackhawk hydraulic T-lifts are the most modern built for transmission service. Just one man positions jack, lowers transmission and safely wheels entire unit to bench!

HAND JACKS — Blackhawk hydraulic hand jacks meet today's bigger loads, greater lifting spans, broader application. Capacities from 1½ to 20-tons; rugged, heavy duty models thru 100-tons!



GARAGE HORSES — Blackhawk "Red Stallion" horses in 2, 5 and 7-ton capacities are sure-footed, safe-locking. Feature heavily reinforced joints and wide area saddles. Fit all cars and trucks.

ORDER FROM YOUR BLACKHAWK JOBBER NOW!

BLACKHAWK

BLACKHAWK MFG. CO., DEPT. J-647, MILWAUKEE 46, WISCONSIN

Here's the Blue Ribbon Roster of leading national advertisers representing every branch of the automotive industry. These leaders picked the Post because it does the best pre-selling job among America's millions of car-owning families. Check this list to be sure you are handling the well-known, well-advertised brands seen week after week in the pages of the Post.

AUTOMOTIVE ADVERTISERS IN THE SATURDAY EVENING POST

As of March 1, 1957

CARS · TRUCKS · VEHICLES

Airstream Trailers, Inc.	Airstream Trailers
Allis Chalmers Mfg. Co.	Crawler and Wheel Tractors, Institutional
American Motors Corp.	Rambler Cars, Rambler Station Wagons, Nash Hornet Special, Hudson Hornet, Institutional
Blue Bird Body Company	Blue Bird School Buses
Briggs & Stratton Corp.	Briggs & Stratton Gasoline Engines
Buick Division General Motors Corp.	Buick Cars & Station Wagons
Cadillac Motor Car Div. General Motors Corp.	Cadillac Cars
Caterpillar Tractor Co.	Caterpillar Tractors Caterpillar Graders Caterpillar Earthmoving Equipment Caterpillar Diesel Engines
Chevrolet Motor Div. General Motors Corp.	Chevrolet Cars Chevrolet Station Wagons
Chrysler Corp.	Institutional
Chrysler Sales Division Chrysler Corp.	Chrysler Cars
Continental Div. Ford Motor Company	Continental Cars
Cushman Motor Works, Inc.	Cushman Trucksters
De Soto Div. Chrysler Corp.	De Soto Cars
Detroit Diesel Engine Div. General Motors Corp.	GM Diesel Engines
Dodge Car Div. Chrysler Corp.	Dodge Cars Dodge Trucks Dodge Station Wagons
Eshelman Co., Chesten L.	Midget Autos Motor Scooters
Euclid Div. General Motors Corp.	Euclid Earthmoving Equipment
Fisher Body Div. General Motors Corp.	Fisher Bodies
Ford Div. Ford Motor Company	Ford Cars Ford Trucks Ford Station Wagons
Ford Motor Company	Institutional
General Motors Corp.	Institutional
GMC Truck & Coach Div. General Motors Corp.	GMC Blue Chip Trucks
Hudson Motor Car Div. of American Motors Corp.	Hudson Cars
Imperial Div. Chrysler Corp.	Imperial Cars
International Harvester Co.	International Trucks Construction Equipment Institutional
Lincoln Div. Ford Motor Company	Lincoln Cars
Mack Motor Truck Corp.	Mack Trucks
Mercury Div. Ford Motor Company	Mercury Cars Mercury Station Wagons
Mustang Div. Rebuilders, Inc.	Mustang Replacement Engines
Nash Division American Motors Corp.	Nash Cars
Oldsmobile Div. General Motors Corp.	Oldsmobile Cars
Packard Division Studebaker Packard Corp.	Packard Cars
Plymouth Div. of Chrysler Corp.	Plymouth Cars Plymouth Station Wagons Institutional
Pontiac Motor Div. General Motors Corp.	Pontiac Cars Pontiac Station Wagons
Schult Corp.	Schult Trailers
Stewart Coach Industries, Inc.	Stewart Trailers
Studebaker Div. Studebaker Packard Corp.	Studebaker Cars Studebaker Trucks Studebaker Station Wagons
Studebaker-Packard Corp.	Studebaker and Packard Cars
Vagabond Coach Mfg. Co.	Mobile Homes
Willys Motors, Inc.	Willys Jeeps Willys Jeep Trucks

PARTS · ACCESSORIES · EQUIPMENT

AC Spark Plug Div. General Motors Corp.	AC Spark Plugs AC Oil Filters T-3 Safety-Aim Headlamps
Albertson & Co., Inc.	Sioux Tools

Alemite Div. Stewart-Warner Corp., The	Alemite CD-2 Concentrate Oil Additive Alemite Kleen Treet Alemite Cooling System Conditioner Electronic Wheel Balancers
Allegheny Ludlum Steel Corp.	AL Stainless Steel for Automobiles
Allen Electric & Equipment Co.	Allenyze—Testing Equipment
Alondra Sales, Inc.	Filt-O-Reg Fuel Pressure Regulator & Filter
American Brake Shoe Co.	American Brakeblok Brake Linings
American Can Company	Canco Cans for Automotive Products
American Chain & Cable Co.	Weed V-Bar Tire Chains
American Enka Corp.	Jetspun Seat Covers
AP Parts Corp.	AP Mufflers
Armco Steel Corp.	Armco Stainless Steel Hubcaps Armco Stainless Steel Car Mufflers Armco Stainless Steel Guardrails
Atlas Supply Company	Atlas Batteries Atlas Accessories Atlas Perma-Guard Anti-Freeze
Auto-Lite Battery Corp.	Auto-Lite Sta-ful Batteries
Automobile Seat Cover Mfrs. Assoc.	Seat Covers—"Good Car Keeping Week"
Auto Specialties Mfg. Co.	Auto Specialties Double-Disc Brakes
Bear Mfg. Co.	Bear Safety Chek-Up Telaliner Bear Tire Balancing Equipment
Behr Manning Division of Norton Company	Behr-Cal Plastic Electrical Tape
Belden Mfg. Co.	Belden Spark Plug Wires
Bernz Co., Inc., Otto	Bernz-O-Matic Torch & Flame Spreaders, Lanterns
Black & Decker Mfg. Co.	Black & Decker Portable Electric Tools
Blackhawk Mfg. Co.	Blackhawk Hydraulic Tools
Boker & Co., Inc., H.	Boker Pocket Knives
Borg-Warner Corp.	Borg-Warner Products Borg-Warner Automatic Transmissions
Boyle Midway Inc.	"3-In-One" Oil
Bridgeport Metal Goods Mfg. Co., The	BMG Lanterns & Red Torch Head Flashlights
Briggs Shock Absorber Co., The, Division of Gabriel Co.	"Hydro-Muscle" Ride Control
Burgess Battery Co.	Burgess Flashlight Batteries
Burgess Vibrocrafters, Inc.	Burgess Electric Sprayers
Burlington Industries, Inc.	Car Upholstery Fabric
Campbell Chain Co.	Campbell Kwik-On Tire Chains Campbell Traction Clips Campbell Jiffy Chains
Carter Carburetor Corp., Div. of ACF Industries, Inc.	Carter Carburetors Carter Fuel Pumps Carter Filters Carter Carburetor Service
Champion Spark Plug Co.	Champion Spark Plugs
Chrysler Corporation	MoPar X-Tra-Full Batteries MoPar Brake Fluid MoPar Oil Filter Element MoPar Parts and Accessories
Coleman Company, The	Coleman Lanterns
Commins Portable Tools Div. of John Oster Mfg. Co.	Portable Electric Workshops
Delco Appliance Div. General Motors Corp.	Delco Power Sweep Electric Windshield Wipers
Delco Radio Div. General Motors Corp.	Delco Wonder Bar Auto Radios Delco Signal Seeking Tuners
Delco Remy Div. General Motors Corp.	Delco Thundervolt Electrical Systems Delco Klaxon K-3 Auto Horns
Delta Electric Co.	Delta Lanterns
Delta Power Tool Div. of Rockwell Mfg. Co.	Delta Power Tools
DeVilbiss Co.	Spray Equipment
Dinsmore Instrument Co.	Dinsmore Auto Compasses
Dole Valve Company	Dole Automobile Thermostats
Dupli-Color Products Co.	Dupli-Color touch-up for cars
Du Pont de Nemours & Co. (Inc.), E. I.	Du Pont Cooling System Cleaner Anti-Rust Water Pump Lubricant Cellulose Sponges Fast Flush Radiator Cleaner
Eaton Mfg. Co. (Axle Div.)	Eaton Truck Axles
Edmont Mfg. Co.	Job-Fitted Gloves
Enjay Co., Inc.	Enjay Butyl Rubber for Autos
Electric Auto-Lite Co., The	Power Tip Spark Plugs
Exide Automotive Division Electric Storage Battery Co., The	Exide Batteries
Federal-Mogul Service Div. of Federal-Mogul Corp.	Federal-Mogul Air Control Bearings Federal-Mogul Service Bearings Federal-Mogul Bower Bearings Federal-Mogul BEA Ball Bearings
Firestone Plastics Co.	Auto Seat Covers
Firestone Tire & Rubber Co., The	Firestone Batteries Firestone Brake Linings Firestone Automotive Accessories
Ford Motor Company	Genuine Ford Parts Genuine Ford Mufflers Ford Dealer Service
Fram Corporation	Fram Oil Filters Fram Fuel Filters Fram Air Filters
General Electric Co.	G-E All-Weather Headlamps
General Motors Acceptance Corp.	GMAC Time Payment Plan
Goodyear Tire & Rubber Co., The	Goodyear Batteries
GorDag Industries, Inc.	GorDag Wind Silencers
Gould-National Batteries, Inc.	National Batteries Gould Batteries
Grey-Rock Div. of Raybestos-Manhattan, Inc.	Grey Rock Brake Linings
Guide Lamp Div. General Motors Corp.	Guide Autronic-Eye Sealed Beam Units Auto Accessories
Harrison Radiator Div. General Motors Corp.	Harrison Air Conditioning
Hastings Mfg. Co.	Hastings Steel-Vent Piston Rings Hastings Wear Reducer Hastings Oil Filter Cartridges
Hull Mfg. Co.	Hull Auto Compasses
Inland Mfg. Co.	Inland Radiator Equipment
International Mfg. Co.	Rayline License Plate Frames
International Nickel Co., Inc.	Institutional
Irwin Auger Bit Co., The	Irwin Auger Bits
Johns-Manville Corp.	Johns-Manville Asbestos Brake Linings, Insulation
Johnson & Sons, Inc., S. C.	Institutional
Jones & Laughlin Steel Corp.	Institutional
Kaiser Aluminum & Chemical Corp.	Institutional
Kennecott Copper Corp.	Institutional
Klean-Strip Co., Inc., The	Klean-Strip Paint Remover
Klein & Sons, Mathias	Klein's Pliers
Koppers Company, Inc.	Institutional
Libbey-Owens-Ford Glass Co.	E-Z Eye Safety Plate Glass L-O-F Parallel-O-Plate Glass
Lincoln Engineering Co.	Multi-Lube Lubrication System
Liquid Glaze, Inc.	Liquid Glaze
Lufkin Rule Co.	Tape Rules
Manning, Maxwell & Moore, Inc.	Electric Hoists
Master Lock Company	Master Padlocks
Midas, Inc.	Muffler Shops
Millers Falls Co.	Millers Falls Power Tools
Minnesota Automotive, Inc.	Key-Matic Automobile Speed Control
Moraine Products Div. General Motors Corp.	Delco Brakes Delco Hydraulic Brake Fluid
National Automotive Parts Association	Parade of Parts
Nicholson File Company	Nicholson Files
O'Malley Valve Co.	Faucet Repair Kits
Overhead Door Corp.	Overhead Garage Doors
Ox Fibre Brush Co., Inc.	Oxco Whisk Brooms
Oxwall Tool Co., Ltd.	Oxwall Tool Kits
Parker Rust Proof Co.	Bonderite
Perfect Circle Corp.	Perfect Circle Piston Rings
Petersen Mfg. Co., Inc.	Petersen Vise-Grip Wrenches
Pittsburgh Plate Glass Co.	Solex Safety Glass
Plumb, Inc., Fayette R.	Plumb Tools
Portable Electric Tools, Inc.	Pet Power Tools
Porter Cable Machine Co.	Quality Electric Tools
Portland Cement Association	Institutional
Pur-O-Lator Products, Inc.	Pur-O-Lator Oil Filters
Raybestos Div. of Raybestos-Manhattan, Inc.	Raybestos Brake Linings
Rayonier, Inc.	Cellulose for Tire Cords
Ray-O-Vac Company	Ray-O-Vac Flashlights Ray-O-Vac Batteries, Lanterns, Radio Batteries
Republic Steel Corp.	Republic Tire Chains Institutional
Revere Copper & Brass Co.	Revere Metals for the Automotive Industry
Robertshaw-Fulton Co.	Robertshaw-Fulton Autostats
Rustain Products	Zud Rust & Stain Remover
Rust-Oleum Corporation	Rust-Oleum Rust Preventive
Saginaw Steering Gear Div. General Motors Corp.	Safety Power Steering
Shopmaster, Inc.	Power Tools
Simoniz Company, The	Vista Bodysheen
Skil Corporation	Skil Tools
Stanley Works, The	Stanley Tools
Stewart-Warner Corp.	Stewart-Warner Motor Minders Stewart-Warner Electric Fuel Pumps
Sunbeam Corporation	Electric Tools
Swift & Co.	Golden Vigoro Lawn Food
Syncro Corp.	Syncro Jig Saws
"Telechron Timers"	Telechron Clocks & Timers
Texas Company	P-T Anti-freeze
Thompson Products, Inc.	Thompson Products Valves, Parts
Thor Power Tool Company	Thor Portable Power Tools
Timken Roller Bearing Co., The	Timken Roller Bearings
True Temper Corp.	True Temper Tools
Turner Brass Works	Turner "Util-i-Torch"
Union Carbide & Carbon Corp.	Institutional
United Motors Service, Inc., Div. of General Motors Corp.	United Motors Service Products
Universal C.I.T. Credit Corp.	C.I.T. Time Payment Plan
U. S. Plywood Corporation	Weldwood Cement Weldwood Glue Weldwood Plastic Resin Glue Weldwood Waterproof Resorcinol
Utica Drop Forge & Tool Co.	Utica Tools
Vatco Mfg. Co.	Vatco Auto Seat Covers
Wagner Electric Corp.	Wagner Lockheed Brake Fluid
Warner-Patterson Co.	Warner Radiator Cleaner & Cooling System Warner Liquid Solder
Weller Electric Corp.	Electric Tools
Willard Storage Battery Co.	Willard Batteries
Wix Corp.	Wix Oil Filters Wix Hevi-Duty Cartridges
Wooster Rubber Co.	Stylemaster Kar-Rugs
Yale & Towne Mfg. Co.	Lift Trucks & Hoists
Yankee Metal Products Corp.	Yankee Pacesetter Side View Mirror

TIRES

American Rayon Institute	Rayon Hi-Test Tire Cord Rayon Hi-Test Tubeless Tires
Armstrong Rubber Co.	Armstrong Tires
Atlas Supply Company	Atlas Tubeless Tires
Brunswick Rubber Co., Div of The B. F. Goodrich Company	Brunswick Tires
Chemstrand Corporation, The	Nylon Yarn for Tire Cords
Dunlop Tire & Rubber Corp.	Dunlop Tubeless Tires Dunlop Tires
Du Pont de Nemours & Co. (Inc.), E. I.	Nylon Cord for Truck Tires Nylon Cord for Passenger Car Tires
Firestone Tire & Rubber Co., The	Firestone Tubeless Tires Firestone Tires Firestone Truck Tires
General Tire & Rubber Co., The	General Tires General Tubeless Tires Hi Density Rubber Tires Nylon Cord
Goodrich Company, The B. F.	B. F. Goodrich Tubeless Tires B. F. Goodrich Truck Tires
Goodyear Tire & Rubber Co., The	Goodyear Tires and Tubes Goodyear Tubeless Tires Goodyear Truck Tires
Kelly-Springfield Tire Co., The	Kelly-Springfield Tires Kelly-Springfield Tubeless Tires
Pennsylvania Tire Co.	Pennsylvania Tires Pennsylvania Tubeless Tires
Seiberling Rubber Co.	Seiberling Tires & Tubes Institutional
Socony Mobil Oil Co., The	Mobil Tires
Tire Retreading Institute	Master-Retreaded Tires
United States Rubber Co.	U. S. Tires and Tubes U. S. Rubber Separators

GASOLINE • OILS • LUBRICANTS

American Petroleum Institute, Oil Industry Information Committee	Institutional
Atlantic Refining Co., The	Institutional
Casite Div. of Hastings Mfg. Co.	Casite
Emerol Mfg. Co.	Marvel Mystery Oil
Esso Standard Oil	Esso Research
Ethyl Corporation	"Drive More" Program-Promoting Travel by Car Promoting Use of Premium Gasoline
Gulf Oil Corporation	Gulfpride H. D. Motor Oil Gulf No-Nox Gasoline
Gumout Division Pennsylvania Refining Company	Gumout
Kendall Refining Co.	Kendall—The 2000 Mile Oil
Lubriplate Division Fiske Bros. Refining Co.	Lubriplate Lubricants
MacMillan Petroleum Corp.	MacMillan Motor Oil
Pennsylvania Grade Crude Oil Assn.	Pennsylvania Motor Oil
Pennzoil Company, The	Pennzoil Motor Oil with Z-7
Pyroil Company, The	Pyroil
Quaker State Oil Refining Corp.	Quaker State Motor Oil
Shell Oil Company	Shell X-100 Motor Oil Shell Research
Socony Mobil Oil Co., The	Mobilgas — Special Mobiloil — Special Mobil Care
Sun Oil Company	Institutional
Texas Company, The	Fire-Chief Gasoline Havoline Motor Oil Marfak Lubrication Sky Chief Gasoline Texaco Products
Tide Water Associated Oil Company	Veedol 10-30 Motor Oil "Flying A" Ethyl Gasoline
Union Oil of California	Royal Triton Motor Oil
Wolf's Head Oil Refining Co., Inc.	Wolf's Head Motor Oil
Wynn Oil Co.	Radiator Additive & Wynn's Friction Proofing

The Saturday Evening POST

America reads the Post

"They're top notch MONMOUTH* bearings!

no trouble, no kickbacks"

From your N. A. P. A. jobber you can quickly get Monmouth Micro* or Clevite* 77 engine bearings . . . the *complete* line . . . precision and performance engineered for *every* car, truck, bus or tractor. While you're there, ask him for a free copy of the helpful, 100-page "Mechanic's Engine Bearing Reference Manual".

NAPA Assurance of Quality

Your NAPA Jobber is a Good Man to Know!

*The words Monmouth, Clevite, and Micro are registered trade marks of Clevite Corporation.

Monmouth
TRADE MARK
ENGINE BEARINGS

CLEVITE SERVICE

The Cleveland Graphite Bronze Co.
Division of Clevite Corporation
Cleveland 3, Ohio

"And while you're here let's look at the brakes"

Get them to let you P-L-S

Pull a wheel **L**ook at the brakes **S**how them what's needed

It's a tried and proven way to find profitable brake repair jobs

Most car owners will welcome a P-L-S brake inspection. Figures show that six times out of seven they'll let you pull a wheel. When you can *show* them what's needed, it's easy to get the job. And they'll appreciate your interest in their safety.

If a reline is needed, give your customers Grey-Rock Balanced Braksets for driving safety and long wear—the linings with the difference you can *see*, *show* and *sell!*

See the new Grey-Rock Brake Service movie. Experts say it's the best film on brake service ever made.

SEE the difference. Distinctive Grey-Rock brake linings look different—are different. You can see it in the many different types of linings Grey-Rock combines in sets engineered to give balanced brake action and longer lining life.

SHOW the difference in distinctive Grey-Rock woven and molded combinations. Where used, they provide far better brake action than molded linings alone. In other Grey-Rock sets, all-molded types give best results.

SELL the difference. When you can *see* and *show* the difference, you can *sell* the difference. Explain how different shoes, even in the same brake, do different work, and why different types of lining are necessary for balanced brake action and long wear.

Ask your Grey-Rock jobber about the new P-L-S Plan. He has facts and figures to prove it can make more money for you.

Only **Grey-Rock** *makes*

BALANCED BRAKSET LININGS

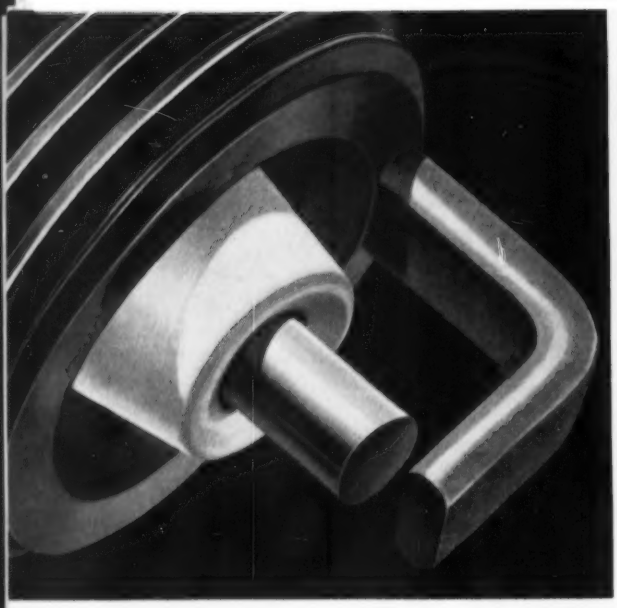
BALANCED BRAKSETS • TRUCKSETS • BRAKE BLOCKS • VEE-LOK® CLUTCH FACINGS

GREY-ROCK DIVISION of Raybestos-Manhattan, Inc., MANHEIM, PA.

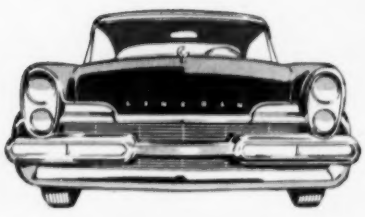
Consistently advertised in

The Saturday Evening POST

RAYBESTOS-MANHATTAN, INC., Brake Linings • Brake Blocks • Clutch Facings • Mechanical Packings • Asbestos Textiles • Industrial Rubber Sintered Metal Products • Engineered Plastics • Rubber Covered Equipment • Abrasive and Diamond Wheels • Laundry Pads and Covers • Bowling Balls Industrial Adhesives



NOW



For FORD MERCURY LINCOLN

THE FIRST SPARK PLUG IGNITION-ENGINEERED FOR TODAY'S ENGINES AND TODAY'S DRIVING

Only two numbers—BRF 42 and BRF 82—cover all 1955-56-57 Ford, Mercury, Lincoln, Continental and Thunderbird engines. You need only seven more Power Tip numbers for complete coverage of all these cars with overhead-valve V-8 engines and most overhead-valve 6's—**Buick, Cadillac, Chevrolet, Chrysler, De Soto, Dodge, Hudson, Ford, Imperial, Lincoln, Mercury, Oldsmobile, Nash, Packard, Plymouth, Pontiac, Rambler, Studebaker.**

Power Tip "fires up" high-horsepower, high-compression engines for top performance at all speeds . . . and here's why. At *low* speeds the projecting Power Tip gets hot fast, operates hotter to burn away fouling deposits which impair engine performance in city driving. At *high* speeds, the Power Tip is actually cooled by the richer air-fuel mixture to check costly and dangerous high-speed pre-ignition caused by overheated spark plugs.

When you install Power Tip, you are sure the increased engine performance will give the satisfaction your customer expects . . . at *all* speeds.

Stock up on Power Tip today . . . and remember that Auto-Lite makes a complete line of Standard and Resistor Spark Plugs for *all* cars and Transport Spark Plugs for trucks and tractors.

ORDER FROM YOUR WHOLESALER TODAY!

THE ELECTRIC AUTO-LITE COMPANY • TOLEDO 1, OHIO

AUTO-LITE®

RESISTOR SPARK PLUG WITH

POWER TIP

THUNDERBIRD

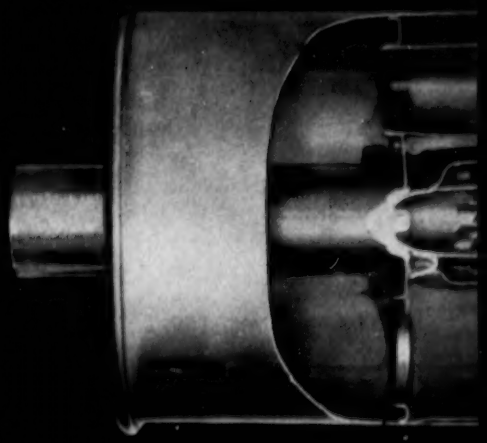
CONTINENTAL

SPECIAL NOTICE!

POWER TIP... STANDARD 18 mm. Tapered Seat–BF 42 and BF 82–now in production for 1955-6-7 FORD–MERCURY–LINCOLN–CONTINENTAL and THUNDERBIRD engines. Same suggested retail price as other standard type plugs. Order now from your wholesaler for earliest delivery.

WALKER "Volume Passage" with

Dynamic Wiping Action!



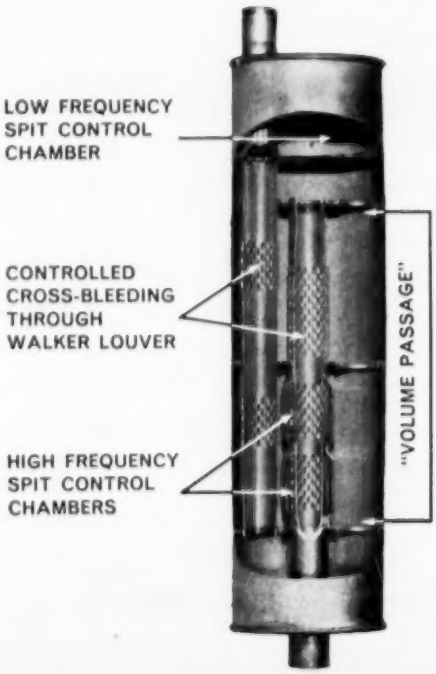
IMPROVES SOUND CONTROL... ELIMINATES "COLD SPOTS"
REDUCES INTERNAL CORROSION
MAKES WALKER SILENCERS LAST LONGER!

● Again Walker "Precision Tuned" Silencers lead the way to longer muffler life with "Volume Passage," a new and advanced internal design pioneered by Walker and proven as original equipment on many of America's finest automobiles.

"Volume Passage," developed to meet the requirements of modern, high horsepower engines, uses the *entire volume of the muffler* for the return passage of the exhaust gas *instead of the third tube* . . . creating a "Dynamic Wiping Action" on all interior parts . . . reducing corrosion to a minimum.

Because the hot exhaust gas sweeps back through the *entire interior* of the Walker Silencer—instead of following a course controlled by tubes—temperatures in all chambers are maintained *above* the evaporation point of exhaust condensate *at all driving speeds* including normal city operation.

Advanced Walker "Volume Passage" fights internal corrosion two ways . . . through "Dynamic Wiping Action" and proper temperature distribution . . . and at the same time improves sound control.

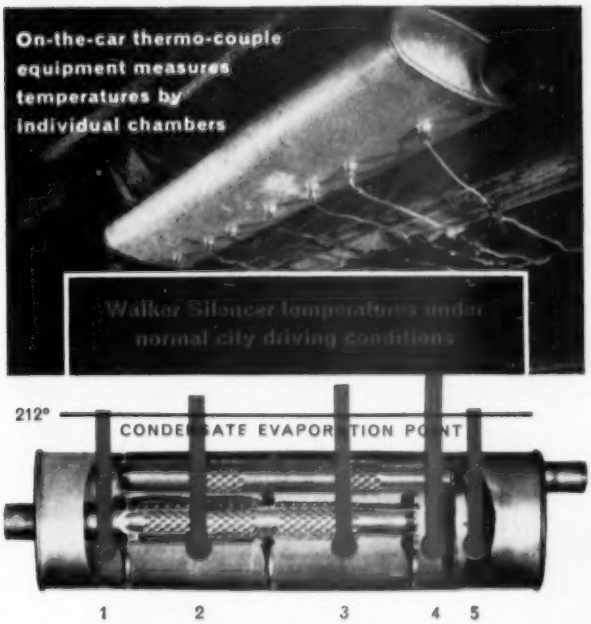

LOW FREQUENCY SPIT CONTROL CHAMBER
CONTROLLED CROSS-BLEEDING THROUGH WALKER LOUVER
HIGH FREQUENCY SPIT CONTROL CHAMBERS
"VOLUME PASSAGE"

WALKER MANUFACTURING CO. OF WISCONSIN, RACINE, WISC.

Exhaust Silencers • Oil Filters • Jacks

WALKER *"Precision Tuned"*

HOW "VOLUME PASSAGE" FIGHTS INTERNAL CORROSION 2 WAYS:

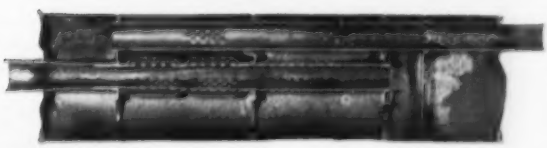


1 Eliminates "Cold Spots" Throughout Entire Driving Range

This chart shows actual interior temperatures in each chamber under normal city driving measured with scientific electronic thermo-couples. Notice *all zones are above the evaporation temperature of the exhaust condensate*—even at low driving speeds.

2 Wipes Out Moisture With Dynamic Gas Flow Over All Parts

With "Volume Passage," the return flow of the exhaust gas sweeps back through the entire body of a Walker Silencer—*outside the louvered tubes* . . . creating a "Dynamic Wiping Action" on the inside of the shell and all interior parts that picks up moisture and carries it out through the exit tube.



RESULT: Excellent Condition After 19 Months of Service

Here is a Walker "Precision Tuned" Silencer with "Volume Passage" and "Dynamic Wiping Action" removed from a car after 19 months of normal driving. It is still in excellent condition . . . with thousands of good miles still ahead. Interior corrosion has been reduced to a minimum by advanced Walker design.

SILENCERS

the right combination of all things for longer muffler life

get All the BEAR FACTS and you'll buy BEAR® Telaliner® Right Now!

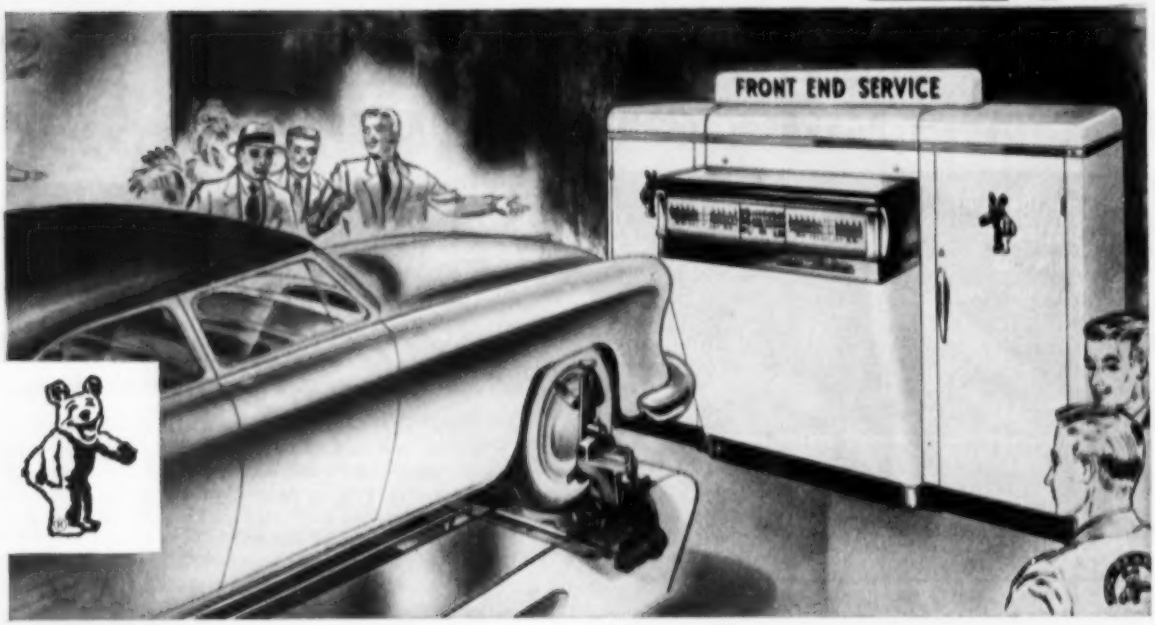
No matter what your space or budget limitations, you can now offer the world's finest front-end service with TELALINER! It's yours for as little as $43.50 per month on your jobber's pay-out-of-profits plan. For "Limited Space" Service, Telaliner with the Bear 3831 alinement rack requires only 12′ x 13′ of floor area.

Here is truly the finest front-end service. Telaliner does not merely give you a *projection* of electrical readings... instead, dial readings are actually *faithfully duplicated* right on the giant, crystal-clear screen. They are transmitted through an exclusive electro-magnetic system, utilizing direct cable transmission. Nothing could be more accurate.

In addition, the new Telaliner brings you: new checking heads for even faster readings, more accurate results; tomorrow-styled design for greater prestige; the famous Telaliner TV-like screen for topnotch sales-appeal; and, of course, the business-building power of the nationally-advertised Bear Sign.

This handsome 16-page Telaliner Brochure brings you all the Prestige-and-Profit Facts. Send for your free copy from Bear Mfg. Co., Dept. M-1, Rock Island, Ill.

R-1406 RR



Our 25th year as OFFICIAL SAFETY SERVICE at the INDIANAPOLIS "500"

Our 16th year in the POST

See May 25th Issue

What makes customers come back for more?

They'll all come back if you give 'em the best. When it's a bearing job... *just tell 'em it's TIMKEN®!*

A free pressing service might bring 'em in when their pants get a little baggy. But when it's car repairs they want, a better way to keep customers coming back is to give them the best in workmanship and replacement parts.

When it comes to bearings, just tell 'em you use Timken® tapered roller bearings. It's the one name they know means quality. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario.

TIMKEN

TRADE-MARK REG. U. S. PAT. OFF.

TAPERED ROLLER BEARINGS

NOT JUST A BALL ○ NOT JUST A ROLLER ⊂⊃ THE TIMKEN TAPERED ROLLER ⊂⊃ BEARING TAKES RADIAL ◐ AND THRUST →◐← LOADS OR ANY COMBINATION ✳

OLDSMOBILE

FIRST WITH THE FEATURES WITH NEW SALES APPEAL!

"That proves it to me—
the J-2 Rocket
is like two engines in one!"

GOLDEN ROCKET 88 HOLIDAY COUPÉ

Salesman: "Knew you'd agree once you got behind the wheel. Just about *everyone* who tries the J-2 Rocket* wants it."

Prospect: "Sure has got a powerful kick when you need it . . . but what *really* sold me was that J-2 will be *easier* on gas."

Salesman: "No doubt about it. It's the most terrific engine development since the *first* Rocket Engine."

Prospect: "Must keep you pretty busy demonstrating."

Salesman: "Sure does. And once a fellow tries J-2, I hardly need to say another word."

Prospect: "Not to me anyway. You know, since that first Rocket Engine I've never owned anything but an Olds."

Salesman: "Same with a lot of people. That's what's great about Olds . . . always *first* with the features that folks want *most!*"

*277-h.p. Rocket T-400 Engine standard on all models. J-2 Rocket Engine, with 300 h.p., and special Rocket Engine, with up to 312 h.p., available at extra cost.

OLDSMOBILE DIVISION • GENERAL MOTORS CORPORATION • LANSING, MICH.

CUSTOM REPAIR KITS FOR 22,000,000 CUSTOMERS

...ROCHESTER KITS ARE RIGHT FOR EVERY JOB!

MEET ROCHESTER'S BIG THREE. (A) Complete parts kit, all the parts and gaskets (flange included). (B) Gasket kit, all the gaskets plus flange. (C) Flange gaskets in individual envelopes.

Easy to stock — easy to order!

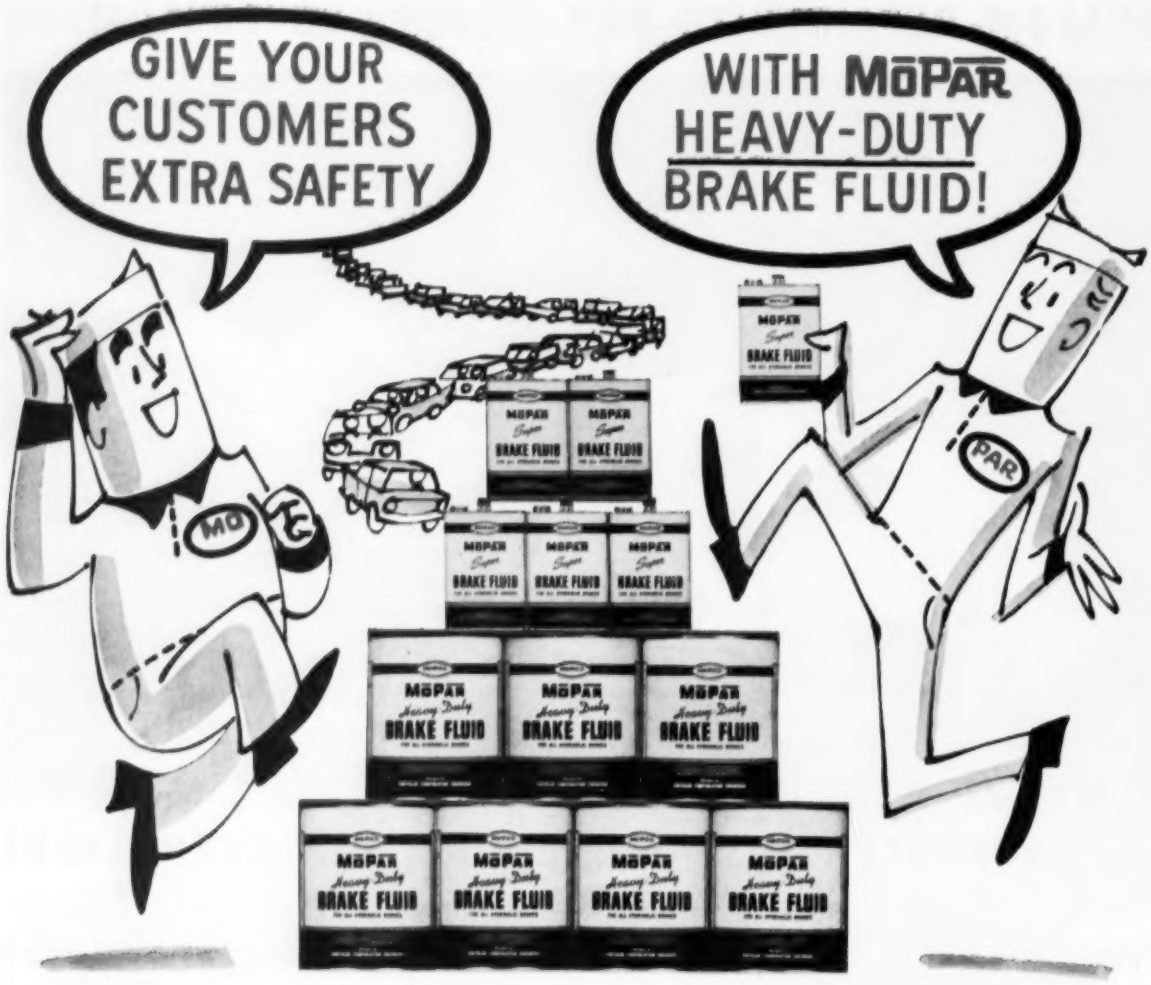
Tired of breaking up parts kits for one or two gaskets? Then Rochester kits are right down your alley . . . right for every job! For the complete job, parts, gaskets *and* flange gasket come in one package. When it's just the gaskets you want, Rochester has the answer . . . *all* the gaskets in *one* envelope. They're easier to stock, too . . . one Rochester kit will handle more jobs than any other parts kit made. And remember, to help make each job even easier . . . to make your time worth more money . . . Rochester and UMS offer you the world's finest training, *absolutely free!* Ask your Rochester representative.

Standard equipment on Chevrolet, Pontiac, Buick, Oldsmobile and Cadillac.

GM PARTS SALES

ROCHESTER PRODUCTS DIVISION OF GENERAL MOTORS, ROCHESTER, N. Y.

ROCHESTER CARBURETORS


GIVE YOUR CUSTOMERS EXTRA SAFETY
WITH MoPar HEAVY-DUTY BRAKE FLUID!
MoPar Super BRAKE FLUID
MoPar Heavy Duty BRAKE FLUID

May is National Safety Check Month!

You'll be getting more brake jobs during Safety Check Month, and when servicing brakes remember—today's high speeds, heavier cars and congested traffic call for a *heavy-duty* brake fluid . . . MoPar's Heavy-Duty Brake Fluid:

Surpasses S.A.E. heavy-duty standards
Is safe for *all* hydraulic brake systems
Protects rubber parts against softening and swelling
Lubricates and protects metal parts against corrosion
Is balanced to neutralize chemical action
Won't vaporize, avoids "hot brake" failure
Won't freeze, form sludge or residue even in sub-zero cold

Available in five different size containers—five gallons, one gallon, one quart, one pint and eight ounces. Order from your MoPar wholesaler or local Plymouth, Dodge, De Soto, Chrysler or Imperial dealer now!

It's Smart to Be Right in Brake Repair, Too!

MoPar
PLYMOUTH · DODGE · DE SOTO · CHRYSLER · IMPERIAL
PARTS & ACCESSORIES

CHRYSLER CORPORATION — PARTS DIVISION
DETROIT 31, MICHIGAN

MoPar Cyclebond Brake Linings are safety-engineered . . . 15% more braking area (no rivet holes!) . . . 35% longer life (no rivets!) . . . more efficient braking because of correct coefficient of friction . . . higher heat resistance . . . all at no extra cost.

MoPar Brake Hose, with rugged *four-layer* construction, is always your best bet at replacement time. Extensive laboratory whip, burst, tensile strength tests prove it superior in efficiency and safety . . . easier and simpler to install.

MoPar Cyclebond Brake Shoe and Lining *Exchange* Axle Sets . . . individual Cyclebond Brake Shoe and Lining *Assembly* . . . and Riveted Lining Car Sets . . . developed by Chrysler Corporation, approved for all its post-war cars and light trucks.

REPORT TO OUR READERS

RUSSELL W. CASE, JR., Publisher

Charles W. Hevner, Asst. to Publisher
E. H. Miller, Advertising Manager
E. W. Hevner, Circulation Manager
Joseph P. Jennings, Research Manager

Main Office: Chestnut and 56th Sts., Phila. 39, Pa. Phone SHerwood 8-2000
Washington Office: 1093 National Press Bldg., Wash. 4, D. C. Phone EXecutive 3-3474

REGIONAL MANAGERS

CHICAGO 1, ILLINOIS
Curtis F. Moss
H. M. Wertz
Suite 418
360 North Michigan Ave.
Phone RAndolph 6-2166

CLEVELAND 15, OHIO
Ben E. Ball
930 B. F. Keith Bldg.
Euclid Ave. and E. 17th St.
Phone SUperior 1-2860

DALLAS 18, TEXAS
William J. Smyth
621 Petroleum Bldg.
Tulsa, Okla.
Phone Luther 4-1769

DETROIT 2, MICHIGAN
Philip Streich
1015 Stephenson Bldg.
Phone TRinity 5-2090

LOS ANGELES 57, CALIF.
L. H. Jackson
198 S. Alvarado St.
Phone DUnkirk 7-4337

NEW YORK 17, N. Y.
Wilson Howe
100 E. 42nd St.
Phone OXford 7-3400

SAN FRANCISCO 3, CALIF.
Frank W. McKenzie
1355 Market St.
Phone UNderhill 1-9737

•

One of the Publications Owned by

CHILTON CO. (INC.)

Executive Offices
Chestnut & 56th Sts.
Philadelphia 39, Pa., U.S.A.

Officers and Directors

JOSEPH S. HILDRETH, *Chairman of the Board*
G. C. BUZBY, *President*

Vice Presidents
P. M. FAHRENDORF HARRY V. DUFFY
WILLIAM H. VALLAR, *Treasurer*
JOHN BLAIR MOFFETT, *Secretary*
GEORGE T. HOOK ROBERT E. McKENNA
MAURICE E. COX IRVING E. HAND
FRANK P. TIGHE EVERIT B. TERHUNE, JR.
L. V. ROWLANDS RUSSELL W. CASE, JR.
JOHN C. HILDRETH, JR.

Why?

STUDYING the new car registrations in his selling area, one dealer began figuring. Why, he asked himself, are people buying his competitive make of car? What's the reason for public acceptance of a new '57 product competing with his (even though his own business was good)?

He decided to ask the people who bought the competitive make, why. A personal survey was made by telephone. He got some enlightening answers.

46 per cent bought because of styling.
39 per cent bought because of loyalty to the product and the dealer.
7½ per cent were dissatisfied with their former car.
4½ per cent bought on trade allowance.
2 per cent wanted a larger car.
1 per cent "salesmanship."

Now, we do not pretend that these figures would hold on a larger survey. We offer them to show what one dealer found out when he took a good look at his market.

Don't Advertise to yourself

DON'T advertise to yourself or your competitors, says the Minnesota Auto Dealers Association. The greatest mistake that an advertiser can make is to aim his copy at the wrong audience. Many dealers, in this era, do just that and it is a waste of money.

The inexperienced advertiser always tends to make his copy talk to competitors and sound good to himself. It's natural to want to talk back to the people whose operations are making you sweat blood. You want them to know that you're in there pitching and expect eventually to take them to the cleaners . . . and the urge to have your copy get across a message with that implication is a very natural one. It's natural too, to want to admire your own copy . . . to have it sound persuasive to you and, by means of it, to get things off your chest.

Faithfully yours,

Frank Tighe

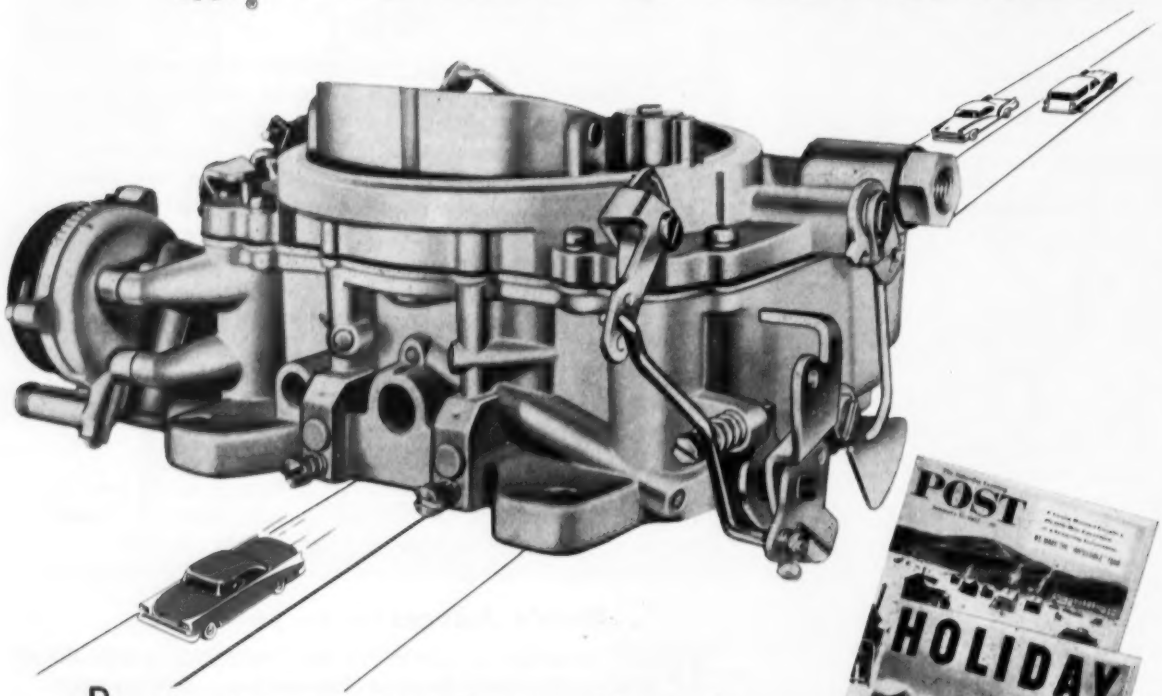
EDITOR

For power that pre-sells your customers

count on CARTER

POWER CENTER®

FUEL SYSTEMS



Powerful *performance* on the road . . . powerful *persuasion* in national advertising! It's just natural more drivers swing to Carter Carbureters. More drivers will swing your way, too—Carter helps you sell Tune-Ups year 'round. Stimulates *extra* parts and service business.

Any way you look at it, bigger profits for you . . . happier customers that stick with you! Stock and sell the complete Carter Line. Call your Carter supplier for fast service.

MODERN FUEL SYSTEMS

CARTER CARBURETOR
DIVISION OF [illegible] INDUSTRIES
INCORPORATED
ST. LOUIS 7, MISSOURI

executive section Jobber

News Notes ..... From the Editors

MEWA Announces Sales Management Courses

TWO COURSES DESIGNED to improve automotive wholesalers' techniques of coping with sales management problems will be conducted by the Motor and Equipment Wholesalers Association. The executive level courses will be co-sponsored by MEWA and the Los Angeles State College and the New York University.

THE TWO UNIVERSITIES will have courses that will be similar in content and are designed to cover the broad functions of sales management with many specific applications to the automotive wholesaler's business.

Borg-Warner May Step Into Australian Market

BORG-WARNER CORP. MAY STEP into the Australian market on a large scale with many of its automotive products. The company recently bought controlling interest in Coote & Jorgensen, Ltd., one of Australia's largest automotive parts makers. Under an agreement, Borg-Warner will provide the company with technical, financial, engineering and production assistance in the manufacturing of components and forgings for the Australian motor car industry.

FUTURE LICENSING AGREEMENTS may be negotiated which would permit the Australian firm to make items which Borg-Warner Corp. now is producing in the U. S. These include automatic and standard transmissions, overdrives, torque converters, timing chains, sprockets and other automotive components.

Higher Postal Rates Sought

STUBBORN ACTION IN THE SENATE could save businessmen more than $500 million a year in higher postal fees. A bill to boost first, second, and third class mail rates is backed by the Eisenhower Administration and may get through the House.

THE SENATE may reject this bill. It would raise first class rates from the present 3 cents to 4 cents. This change would cause a steep rise in costs of mailing bills and quality advertising.

New 1957 AEA Catalog

THE AUTOMOTIVE ELECTRIC ASSOCIATION has announced the 1957 Electrical and Fuel Systems Catalog. This catalog, it is reported, provides reference covering parts for distributors, generators, starting motors, carburetors, fuel pumps, fuel gauges and fuel lines for all passenger cars and light trucks.

ALL UNITS AND parts shown are original equipment for the vehicle listed. The catalog also includes an illustrated section as an aid to help identify the various parts listed. A price list is also included with each catalog.

NSPA States Stand on Industry Issues

THE NATIONAL STANDARD PARTS ASSOCIATION'S Seattle Business Conference was held on March 6. The association's senior vice-president, Edward Gammie, of Victor Manufacturing & Gasket Company outlined the association's recent activities and its stand on several issues of current interest within the industry.

HE COVERED SUCH SUBJECTS AS: proposed reactivation of the A.S.I. Show; rotation of national conventions; industry unification proposals; repeal of Parcel Post Public Law 199; obsolescence and returned goods policies and gross margins of profit for wholesalers.

A.W.A.L. Starts Mechanics Training Program

THE AUTOMOTIVE WHOLESALERS ASSOCIATION of Louisiana recently inaugurated a program designed to provide special automotive mechanics training for garagemen in the Lake Charles, Louisiana area. The course will be held evenings to enable garagemen to keep abreast of changes occurring in the engines of the modern automotive vehicles.

GARAGEMEN ATTENDING the course will be required to be present two nights a week for a period of six hours of individual training designed to include carburetion, power transmissions and other recent developments in automotive transportation.

U. S. ECONOMY

Regions Ripe for New Businesses

SECTIONS OF THE SOUTH AND FAR WEST look ripe for the starting of new businesses. Led by Florida, eight states in those areas gained 400 percent or more in personal income from 1929 to 1955.

BUT MOST OF THE nine states that accounted for nearly 60 percent of U.S. personal income in 1955 are in other regions. Those nine are New York, California, Illinois, Pennsylvania, Ohio, Michigan, Texas, New Jersey and Massachusetts.

SBA Gives Advice to Store Operators

SMALL BUSINESS ADMINISTRATION field offices have some advice that may mean savings for shop and store operators. A new, free booklet, "Choosing the Legal Structure for Your Firm," supplies the advice.

SINGLE-OWNER BUSINESSES are simplest to set up, it points out, but taxes may drain away much of the profits. There also are facts on partnerships and corporations in the SBA leaflet.

OPERATION

JOBBER

Let others know your policy

THE average automotive jobber is blessed with two major things to advertise and merchandise—nationally known and accepted merchandise and a long list of services, many of which are EXCLUSIVE. High quality products are, of course, the very backbone of every business. Identifying your business with highly respected and well known brands increases your prestige. It also reduces resistance at the moment of sale.

Could Undo Gains

Never to be overlooked, however, in the highly competitive service and repair business, is the importance of your policies and services. Oftentimes an ill-conceived policy or poor service can quickly undo all the gains that may have been made through advertising, sales promotion and the personal efforts of your salesmen. It is just as important then, that you put your best foot forward and advertise your services and facilities. By all means, let your customers and prospects know about the various phases of your business that help **them** increase their sales and profits.

After all, if you can help to spark up their sales curve, they will remember where the profit-making ideas came from.

Stock Parts for All

Not enough jobbers realize what an ace - in - the - hole they have. It is in a good stock of all items for all makes and models of vehicles. In fact, an automotive jobber is the ONLY place in the city that has thousands upon thousands of parts, accessories and supplies for thousands of all old and new vehicles. This story should be told to your customers and prospects by your salesmen, countermen, by advertising and every other conceivable way.

Attractively Displayed

If you display your stock of products attractively, keep related items together to promote companion selling and maintain a sufficiently complete stock. By your actions as well as by words, you will convince your customers and prospects that you can serve them quickly and efficiently.

Yours is a service business. It should be geared to be as good or better than your competitors. Good service alone, will bring you scads of business. One expert has said authoritatively that any concern can increase its business 10 per cent any time, just by giving extraordinarily good service. Unusual service to meet an emergency need is the best advertising you can do. Actually it proves what your advertising has been saying all along.

If you build a sound reputation for service through advertising, personal selling, and through actually giving it, your business success will be more than assured.

Under a Bushel Basket

Don't hide your light under a bushel basket and forget aggressively to advertise and publicize your facilities. Include parking and shop facilities with a story how your customers can make a good profit on the work you do for them in your shop. Also, feature exchange products and facilities for handling these units. If there are any other unusual services you perform, tell the trade about them, too.

signs of the times

Gundaker to Speak In Miami to MEWA

"Merchandising For Automotive Wholesalers" will be the title of a Convention talk by Guy Gundaker, Jr., at the Motor and Equipment Wholesalers Association meeting April 23-24, in Miami, Fla.

As Vice-President of replacement sales for B. F. Goodrich Tire Company, Mr. Gundaker is expected to provide merchandising ideas gained in over 30 years of experience in sales, advertising, and management of automotive establishments.

Other Convention Highlights

Other MEWA Convention highlights will include: Small Business Aids; Executive Training; A Functional Cost Accounting System for Automotive Wholesalers; A Dealer Stocking Plan to Build Profits; Impact of America's Highway Building on Automotive Wholesalers; and MEWA's Young Executives Group Banquet.

Thermoid Adds Six Directors to Board

The Board of Directors of Thermoid Company recently voted to change the by-laws of the Corporation so that the membership of the Board could be increased from nine to fifteen. To fill the vacancies the following were added to the Board: Rear Admiral John J. Bergen, USNR, Irving Mitchell Felt, Edwin M. Ost, Jr., A. Charles Schwartz, A. M. Sonnabend and Charles Wohlstetter.

Rear Admiral Bergen is chairman of the boards of directors of Graham - Paige Corporation and Hotel Corporation of America. Mr. Felt is president of Graham-Paige Corporation. Mr. Ost is vice president and treasurer of Graham-Paige Corporation.

Mr. Schwartz is a partner in the investment banking firm of Bache & Co.

Mr. Sonnabend is president of Hotel Corporation of America, chairman of the board of directors and president of Botany Mills, Inc. and president of Sonnabend Associated Properties, Inc.

Mr. Wohlstetter is a partner in the firm of Seskis & Wohlstetter, members of the New York Stock Exchange, and chairman of the board of directors of Induction Motors Corporation.

Photo of Boston's Commonwealth Avenue Armory. Here will be held the 1957 National Automotive Service Show which will run May 23-26.

Deluxe Products Moves Sales Dept.

The DeLuxe Products Corporation has announced the transfer of the Sales department to Racine, Wis. Location was formerly in LaPorte, Ind.

Manufacturing and shipping operations for Deluxe oil filters and cartridges will continue at LaPorte, however.

"Happier Driving for greater Safety, Comfort and Economy is the theme of this year's Bear Spring advertising program" reports W. C. Goldschmidt, Advertising Manager. Above is pictured special poster to be used during week of May 21.

Distributor Council

Members of the 1957 United Motors Distributors Council were announced recently by Roland S. Withers, general manager of UMS.

Members of the 1957 Council are: O. D. Bleakley, Frank & Murray, St. Petersburg, Fla.; M. D. Bodam, Motor Supply Company, Pueblo, Colo.; K. V. Browne, Osborn, Crow and Yantis Company, Little Rock, Ark.; Robert C. Burrell, E. H. Burrell Automotive Electric Company, Salem, Oregon; C. H. Callahan, S. X. Callahan, San Antonio, Texas.

William Eberhart, United Service, Baton Rouge, La.; W. E. Glyer, Lamus-Lundlee Company, Sacramento, Calif.; Robert Judelson, Automotive Electric Service, New York City; F. A. McHugh, Fred Campbell Auto Supply Co., St. Louis, Mo.

W. T. Manning, W. T. Manning Company, Fall River, Mass.; George Moutoux, Moutoux Auto & Machine Company, Evansville, Ind.; W. D. Myers Jr., Myers Motor Equipment Company, Joplin, Mo.; Harold Peters, Peters-Johnston Company, Columbus, Ohio; R. E. Sass, Sieg Company, Davenport, Iowa.

M. D. Taylor, Taylor Parts Supply, Andalusia, Ala.; H. B. Truslow, Richmond Auto Parts, Inc., Richmond, Va.; H. D. Yeager, Auto Parts Company, Ann Arbor, Michigan.

Thompson Vice Pres.

Whitmell T. Rison, manager of the Replacement Division of Thompson Products, Inc., has been elected a vice president of the company.

Nineteen men are being made available by automobile and tire companies to serve as special representatives of the Inter-Industry Highway Safety Committee. They will assist in the 1957 National Vehicle Safety-Check for Communities. Committee is shown in attendance at four-day training and orientation session in Washington, D. C.

Record 1956 Sales For Perfect Circle

Perfect Circle Corp., manufacturers of piston rings and precision castings, has reported record sales and earnings during 1956.

Sales for the year were $29,516,138, This is 6.3 per cent increase over the 1955 total of $27,764,883.

Net earnings of the company and its wholly-owned subsidiaries totaled $2,430,610 or $2.36 a share. This amounted to an 8.1 per cent increase over 1955 earnings of $2,247,599 or $2.18 a share.

In the company's annual report, mailed recently to shareholders, Chairman Lothair Teetor and President Ralph R. Teetor noted:

"New car production is expected to continue at a level as high or higher than last year. This means that we should enjoy steady to increasing sales to original equipment customers."

Certificates of achievement to instructors of Carter Carburetor instruction classes were presented recently to (left to right) W. J. McClory, R. H. Erny, Russ Bischof, Joseph Passalacqua, Jack Kersky. Awards were made at meeting of Carter Graduate Club of Phila.

Industry Meetings

Apr. 23-24 — Motor & Equipment Wholesalers Assn. national convention, The McAllister, Miami, Fla.

Apr. 25-27 — International Automobile Exposition, Dinner Key Auditorium, Miami, Florida.

Apr. 28-30 — Michigan Automotive Wholesalers Assn. convention, Pantlind Hotel, Grand Rapids, Mich.

May 6-7—Middle Atlantic Automotive Wholesalers convention, Haddon Hall, Atlantic City, N. J.

May 9-12—Midwest Automotive Show, Inc., Keil Auditorium, St. Louis, Missouri.

May 13-15—Automotive Engine Rebuilders Assn. convention, Sheraton-Cadillac Hotel, Detroit, Mich.

May 21-22 — Motor & Equipment Wholesalers Assn. national convention, The Sheraton Plaza, Boston.

May 21-22—National Standard Parts Assn. convention, The Somerset, Boston.

May 22—Motor & Equipment Manufacturers Assn. members dinner, Kenmore Hotel, Boston.

May 23-26—National Automotive Service Show, Commonwealth Ave. Armory, Boston.

June 20-23 — Independent Garage Owners of America, National Convention, Toledo.

Executives of Olin Mathieson and representatives of its ad agency view elements of the company's stepped-up program to educate motorists on the importance of Spring drain-out of anti-freeze. Left to right: C. M. Buchanan, vice-president, Van Sant Dugdale & Co.; W. Adrian King, manager automotive products dept., Olin Mathieson; Frank Wheeler, Van Sant account executive; J. E. Moore, jobber accounts sales manager, William E. Barr, field sales manager, and Richard C. Carr, Industrial Chemicals Div. advertising and sales promotion manager, all of Olin Mathieson.

Dana Corp. Marks Golden Anniversary

Fifty years is rightly a popular business milestone and so it is not unnatural for Dana Corporation (headquarters, Toledo, Ohio) to do a little shouting about a golden anniversary it is observing this year. It is not a company birthday, but the anniversary of one of its business relationships.

Way back in April 1907, Dana Corporation (then doing business as Spicer Universal Joint Manufacturing Company) made its first shipment of one automotive universal joint. It was delivered to what was then known as Mack Brothers Motor Car Company, at Allentown, Pennsylvania. [Mack Trucks, Inc, remains today a fine customer of Dana's.]

Dana Corporation's ten domestic plants are located at Toledo; Detroit; Lansing, Michigan; Fort Wayne (2), Auburn, and Marion, Indiana; Buffalo, N. Y.; and Pottstown, and Reading, Pennsylvania. Affiliated units are located in Canada, and France.

Binks Dallas Branch

The Dallas, Texas branch office of the Binks Manufacturing Company has moved to a new building located at 8005 Sovereign Row, Dallas, 35. The move was made in March.

Mack dump truck (circa 1908) which made use of Spicer universal joint.

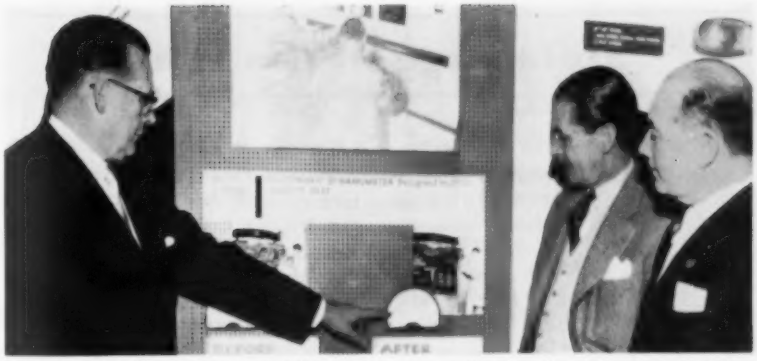
Purolator Merges Mich. Sales Office

The Detroit area sales offices of Purolator Products, Inc., Rahway, N. J., and its wholly owned subsidiary, Industrial Wire Cloth Products Corp., Wayne, Mich. have been merged. Announcement was made recently by James D. Abeles, president of Purolator.

Eugene B. Delaney has been appointed Branch Manager of the newly-merged offices, which will now be located at 3927 Fourth Street in Wayne.

Primary purpose of merging the two sales offices, according to Mr. Abeles, is to more effectively promote the sale of Purolator's new micronic dry-type air filter to original equipment users in the automotive industry.

Mr. Delaney will work under the direction of Richard T. Karr, who is both a Vice-President of Industrial Wire Cloth Products Corporation and General Sales Manager of Purolator's Equipment Division.



Charles A. Klaus, vice president in charge of sales for Maremont Automotive Products, Inc., shows Count Eugene A. Luckawiecki, a Maremont electronic dynamometer. Luckawiecki, a former Polish count, won $16,000 on the "$64,000 Question" quiz program for his expert knowledge of auto mechanics and hot rodding.

Automotive Wholesalers' Sales and Inventories

Data from Bureau of the Census, Department of Commerce

Region	Per Cent Change — Sales: Jan. 1957 from Jan. 1956	Sales: Jan. 1957 from Dec. 1956	Inventories: Jan. 1957 from Jan. 1956	Inventories: Jan. 1957 from Dec. 1956
New England	+53	+29	+7	0
Middle Atlantic	+16	+ 9	+1	−1
East North Central	+36	− 2	+2	0
West North Central	+11	− 6	+6	0
South Atlantic	0	+19	+5	−1
East South Central	+ 9	+12	−4	−1
West South Central	+10	+13	+9	0
Mountain	+16	+ 7	...	0
Pacific	− 1	− 1	+2	−1
Entire United States	+14	+ 7	+3	−2

Indicators of Business Activity

These figures are based on latest thirty-day reports

	Latest Data	Month Before	Year Ago	Percentage Change from— Month Ago	Year Ago
PRODUCTION					
Motor Vehicles (Units)	664,356	736,897	658,770	− 9.8	+ 0.8
Industrial—F. R. B. 1947-'49=100 (Adj.)	146	146	143	None	+ 2.1
SALES					
New Cars	445,000	437,320	447,542	+ 1.8	− 0.6
Replacement Tires (Units)	5,199,162	3,803,438	4,669,098	+36.7	+11.4
Manufactures ($ Millions)					
Durable Goods	$14,567	$14,507	$13,595	+ 0.4	+ 7.1
Non-durable Goods	$14,506	$14,177	$13,428	+ 2.3	+ 8.0
Department Stores, 1947-'49=100	124	125	118	− 0.8	+ 5.1
GENERAL					
Consumers' Price Index, 1947-'49=100	118.2	118.0	114.6	+ 0.2	+ 3.1
Civilian Employment	63,190,000	62,578,000	62,891,000*	+ 1.0	+ 0.5
Unemployment	3,121,000	3,244,000	2,914,000*	− 3.8	+ 7.1

* Not strictly comparable with 1957 data.

Motor Age's Who Who

G. W. Derby, formerly vice president and sales manager of the A.R.A. Manufacturing Company, Ft. Worth, has been appointed to the newly created post of executive vice president. Replacing him as general sales manager is **D. A. Brown,** formerly assistant general sales manager.

Hal O. Gummere was elected executive vice president of Buckeye Tools Corporation, Dayton, Ohio. **Ernest B. Meynard** was elected vice president of sales for the company.

Richard D. Kelly was appointed to the new post of director of equipment battery sales of the Electric Auto-Lite Company. He will coordinate the marketing of his company's product produced in its eight factories.

Cleo J. Wheaton has been named territory manager of The AP Parts Corporation. He will headquarter in San Francisco and will cover 14 central California counties.

E. R. Grant has been elected to membership on the board of directors of the C. Niehoff & Company of Chicago. Grant was appointed to the position held recently by the late Peter Bukowski.

George B. Andersen has been appointed manager of the automotive refinish sales department for the Ditzler Color Division of the Pittsburgh Plate Glass Company.

Frank B. Norton has been appointed sales manager of Firestone International Company. He will supervise general sales of the company's foreign distributors and branches.

Norman K. Anderson, left, was named vice-president and general manager of the Warner Industrial Division, and **King DeSeve** was named vice-president and general manager of the Warner Automotive Division.

John J. Traviesas, left, has been made New York zone manager of the United Motors Service Division of General Motors. **W. A. Price** has been made Newark zone manager for the company.

Fred H. Edgar was named industrial sales manager, automotive, to head the new grouping of automotive technical and sales personnel of the Reynolds Metals Company.

C. E. Fuller has been named manager of the Binks Manufacturing Company's new Atlanta, Georgia factory branch. The new office is designed to serve North and South Carolina, Virginia, Georgia, Florida, Alabama, Tennessee, Mississippi and parts of Kentucky and West Virginia.

H. D. Rigdon has been appointed manager of the Omaha zone of United Motors Service Division of General Motors Corporation.

Robert V. Lundskow was appointed assistant to the director of advertising of Eaton Manufacturing Company.

Raymond Lampsa has been appointed an executive sales engineer at the Bendix Products Division of the Bendix Aviation Corporation at South Bend, Indiana. He will be charged with coordinating engineering and sales between the company and vehicle manufacturers.

L. M. Thul has been appointed automotive manufacturing trades sales manager of the coated abrasives division of the Minnesota Mining & Manufacturing Co.

William J. Laughlin, Los Angeles branch manager has been appointed to fill the newly established position of industrial division manager of the Thor Power Tool Company, Chicago, Illinois.

MOTOR AGE Newscoop

AMC Squelches Rumor
Tubular "Backbone"
Air Suspension Coming
Plymouth In Third Place
Dual Lamps Approved
Spare Tire Eliminated
Pacific Coast Line

American Motors Squelches Rumor

ALL RUMORS THAT AMERICAN MOTORS was about to call it quits in the automobile business were squelched by George Romney, AMC president, at a press conference in Detroit last month. Romney made it clear that the company definitely plans to continue building cars, and that an aggressive expansion and diversification was being considered, including acquisition of other companies.

ROMNEY did not elaborate on the latter point, but the assumption was that AMC might eventually acquire or merge with one or several profitable companies in which financier Louis Wolfson has interests.

AMC'S PRESENT TAX credits of about $6 million could then be used to offset taxes on earnings. Romney predicted that further cost reductions will put the company on a profitable basis by early 1958. Some of these will come from the use of one basic body shell for all 1958 cars.

Replacement Parts Ahead, 10 Percent

REPLACEMENT PARTS BUSINESS of both car companies and independent manufacturers started off this year with a rush. Some report January business as much as 20 per cent over a year ago.

FEBRUARY also was ahead of last year, but not by quite as wide a margin. Preliminary reports for March show a continuation of the uptrend. Consensus is that the industry now is running about 10 per cent ahead of the first quarter of 1956.

Tubular "Backbone" Frame

TUBULAR FRAME IS EXPECTED TO APPEAR on at least one more GM make in 1958. Pioneered by Cadillac with 1957 models, the frame permits lowering of body considerably because side rails are eliminated.

BASICALLY, the frame consists of tubular "backbone" from which beams vee out forward and rearward. Outriggers, to which the body is secured, extend outward from the beams.

Ford's Retractable Hardtop Here

FORD'S RETRACTABLE HARDTOP, introduced this month, is priced at $2962, approximately $300 over a soft-top convertible. Price includes V-8 engine, which is standard. Initial output has been geared at about 1500 units a month, but will be upped gradually in coming months. Target for model run is 30,000 units.

Air Suspension Coming

AIR SUSPENSION DEFINITELY IS COMING on some 1958 model cars, but may not be on all four corners on some. At least one company expects to have air only on the front, with coil springs at the rear.

Plymouth in Third Place

PLYMOUTH HAS RECAPTURED THIRD PLACE in industry sales which Buick commanded for three consecutive years. Although Buick again held the third position for the 1956 calendar year, an upsurge in Plymouth sales during November and December pushed the division ahead of Buick by approximately 13,700 units in 1957 "model year" sales. Plymouth claims it continued to hold the lead through the first two months of this year.

Small Tires Versus Large

FINAL REPORTS ON EXTENSIVE STUDIES comparing winter operation of new 14 in. tires with larger sizes shows that neither has any advantages over the other. Both were found to have the same degree of traction, braking and cornering ability.

BOTH regular and snow treads were compared in the tests on highways, frozen lakes and airstrips, conducted by the National Safety Council. The tests further revealed that tire chains are still the most effective measure for obtaining traction on ice, with reinforced type of chains having a slight advantage over the non-reinforced.

States to Approve Dual Lamps

LAWS SANCTIONING USE OF FOUR HEADLAMPS on motor vehicles are expected to be on books of all states before the end of this year. Eleven states still require statutory changes to legalize the four lamps, and 15 are considering revisions authorizing mounting height of 24 in. above the ground. The latter change is necessary in the case of dual lamps mounted vertically.

LEGISLATURES in all states requiring either or both such changes in laws are meeting this year. No opposition has been reported to the proposed revisions. Meanwhile, cars with dual headlamps are being marketed in those states under administrative rulings.

Cadillac's Eldorado Brougham

SHIPMENTS OF CADILLAC'S ELDORADO BROUGHAM to dealers in key cities began last month. The car will be shown publicly by individual dealers as they receive them. Carrying a price tag of $13,500, about $300 above Ford's Continental Mark II, the Brougham features numerous items as standard equipment.

THIS INCLUDES all power assists, air conditioning and the first air suspension system ever offered on a production model. Production will be held down to under 100 units a month.

Extra Seat Eliminates Spare Tire

STUDEBAKER-PACKARD IS OFFERING a rear-facing third seat as an extra cost option on its station wagons. As a result, the spare tire has been eliminated so as to provide space in the floor for concealing the folding seat when it is not used.

BUYERS SPECIFYING the third seat automatically receive four of the new dual chamber tires in lieu of standard type casings. The manufacturer claims the new tires eliminate the need for a spare because the inner section retains enough air pressure to carry a car safely for about 100 miles after the outer tire is punctured.

Pacific Coast Line

Utah Discount Program

UTAH CAR DEALERS AND PARTS JOBBERS are cooperating on a program designed to eliminate indiscriminate discounts to ineligible purchasers. Identification cards are being issued to business firms entitled to regular trade discounts in an effort to establish a clear-cut merchandising policy in the selling of automotive replacement parts.

IGO Active in Seattle

THE RAPIDLY GROWING Independent Garage Owners of America's activities were well represented at the Pacific Automotive Show in Seattle. The trend among manufacturers is toward strong support for IGO.

THIS CONSUMER level group is expected to be an important factor in the "manufacturer to wholesaler to retailer" method of distribution.

Sticker Replaces Metal Tab

CALIFORNIA VEHICLE REGISTRATION will be renewed for 1957 by attachment of a reflectorized red sticker to the rear license plate. The stickers replace metal tabs issued in former years.

BESIDES ADDING a new visibility point to the rear of the car, the stickers cannot be removed from the plate without being destroyed or mutilated.

Washington Wire

Profit From Every Sale

BETTER PROFITS THIS YEAR will depend on the car dealer's fuller understanding of his costs of doing business. The surest guarantee of higher income, warns the National Automobile Dealers Assn., is to get a profit out of every sale.

LAST YEAR was the second poorest year for dealer profits since 1940, with 1954 the worst. Profits sank to eight-tenths of 1 pct of sales, before federal income taxes.

Motor Accidents a Growing Problem

TRAFFIC SAFETY GROUPS CAUTION CONGRESS on the growing problem of preventing motor accidents. National Safety Council and American Bar Assn. spokesmen predict 82 million cars will travel 825 billion miles in 1966.

IN THAT YEAR, if accident rates are not cut, 54,000 people will die in traffic mishaps. Another 1.9 million will be injured. Personal injury and property damage losses will amount to $6.3 billion.

Automatic Transmissions Favored

FEDERAL AGENCIES, seeing long-run savings in cars with automatic transmissions, want to buy more of them. While they use more gas, it's not much more than those with standard drive, government buyers disclose.

LOWER REPAIR BILLS on the automatic-drive cars will more than make up for added gas costs, they believe. Another factor in favor of these cars is their increased resale value.

No Minimum Wage Needed Says NADA

PERSONS WORKING FOR AUTO DEALERS average 88 pct more pay per hour and work a shorter week than in 1945. They don't need the federal minimum wage and hour law to improve their lot, the National Automobile Dealers Assn. advises Congress.

A BILL that would put more than 60 pct of all dealers under the law is before Congress. Before 1949, NADA notes, many dealers tried to meet the overtime rule and found it almost impossible.

Excessive Insurance Rates Charged

DRIVERS--LOTS OF THEM--have been stuck with too-high payments for collision insurance, a Senate group is told. Better Business Bureaus accuse some insurers who work with auto finance firms of setting excessive rates on low-risk drivers.

ESTIMATES OF these overcharges place the total amount at up to $25 million. A number of states have ordered the insurers to make refunds to the drivers.

Tax Exemption for Racing Car Parts

REPLACEMENT PARTS FOR RACING CARS come under a new, special tax exemption ruling by the Internal Revenue Service. Those parts for use only in the off-highway racing cars are to be free of the federal manufacturers excise tax.

ORIGINAL PARTS, engines, and most accessories also are exempt. Tire and tubes are subject to the tax, however.

Equal Demand for New and Used Cars

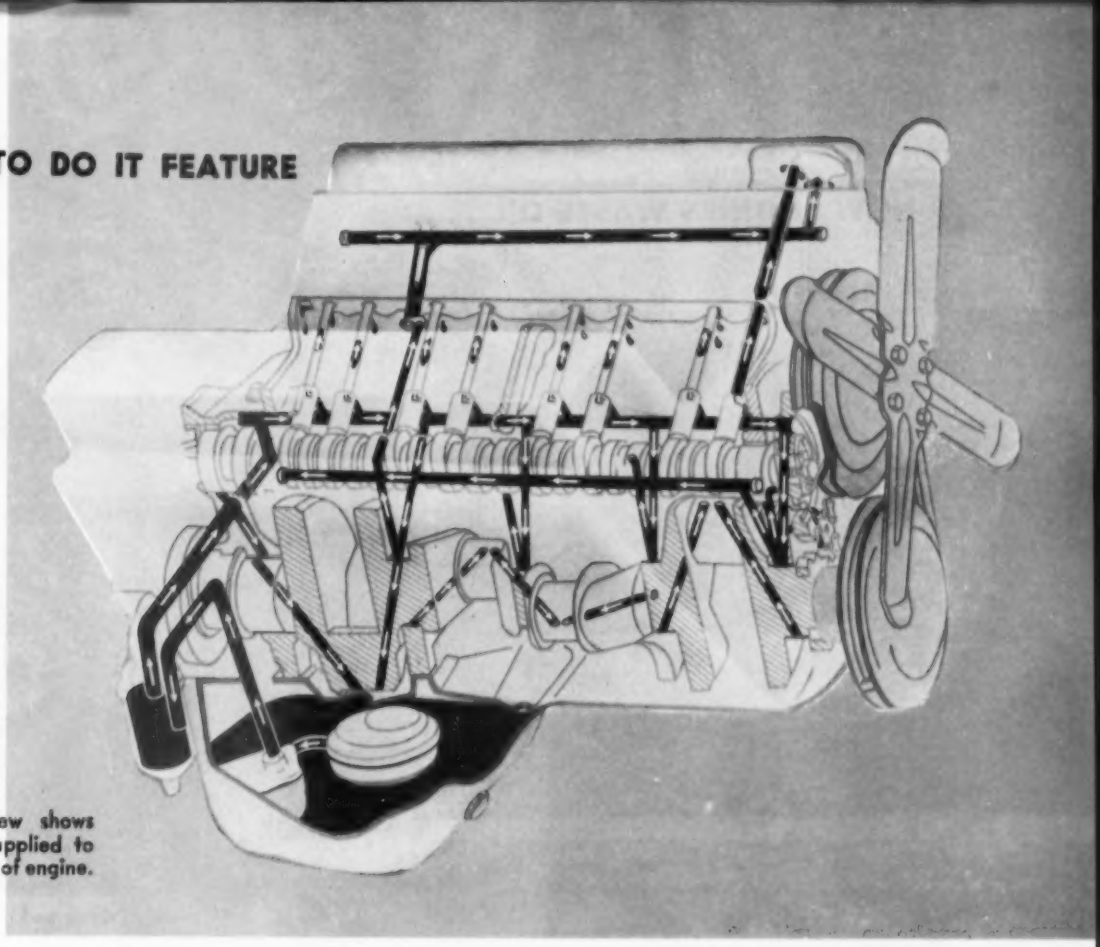
PROSPECTS ARE GOOD that at least as many persons will buy cars this year as did so in 1956. Buyers will be about evenly divided between those choosing new and those taking on used cars, the Federal Reserve Board forecasts.

OUTLAYS FOR the new cars are to have a median amount of $2,900. This means about half the buyers are ready to spend more than $2,900; the other half will spend less.

Motor Pools Prove Successful

MOTOR POOLS ARE PROVING THEIR WORTH to the government, for they lower the expense of running cars. General Services Administration (GSA) will add more pools to the 14 that now take care of 4,600 vehicles.

BY THE END of this year, GSA is to be operating 28 in major cities. The agency is looking ahead to 1958, when it intends to open 16 new pools.



Cutaway view shows how oil is supplied to various parts of engine.

HOW ENGINES WASTE OIL

By
J. K. Montgomery,
Technical Editor

When an engine starts to use oil the service specialist must first find the cause and then prescribe the remedy

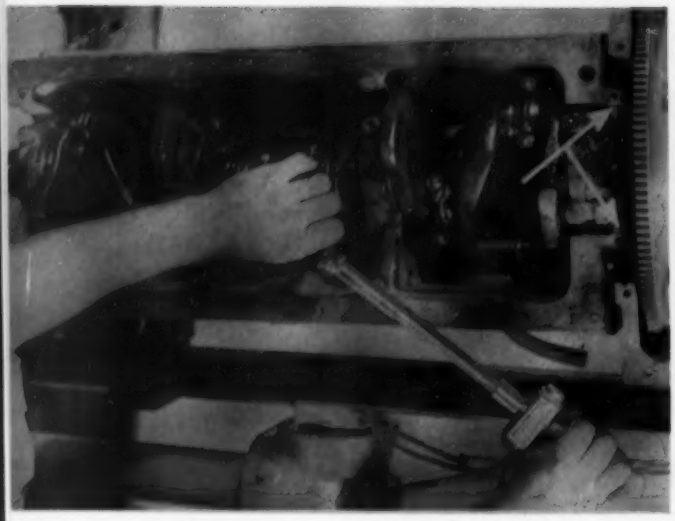
MUCH too often when a car is using excessive amounts of oil, the rings get the blame. This before any tests are taken which is quite unfair. There are a variety of reasons why engines waste oil and the automotive service specialist withholds snap judgment until he has looked into some of the possible major causes of "oil hogs."

Some of the ways in which oil is lost is by passage through the valve guides, booster diaphragms, or the crankcase ventilating system. Quickest test for determining if oil is entering the combustion chamber through the valve guides on an overhead valve engine is to road test the vehicle.

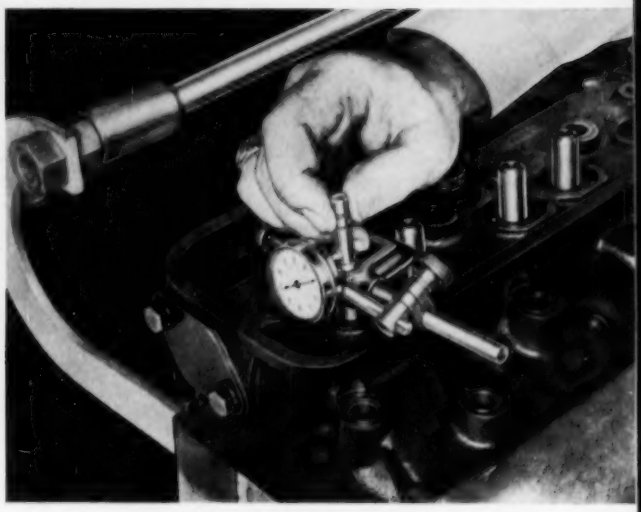
The car should be driven far enough to reach normal operating temperature. Then let the engine idle for about ten minutes. Now accelerate the engine and note the color

(*Continued on page* 38)

HOW ENGINES WASTE OIL . . .



Arrows point to oil seals which seal rear main bearing cap. All rod and mains should be torqued.



Worn valve stems and guides can be checked correctly by using a dial gage. These worn guides waste oil.

of the exhaust coming from the tail pipe. A blue gray smoke generally indicates the engine is using an excessive amount of oil.

Remove Valve Cover

After this check has been made remove the valve cover and block off the oil to the rocker arms and then test the engine. If smoke stops, the cylinder heads should be removed for further examination for worn valve guides and leaking valve stem seals. A leaking vacuum booster can also cause smoking and excessive oil consumption. This condition can be quickly checked by checking the windshield wiper action. Usually, the wipers will barely operate.

Another check is to disconnect the vacuum line at the manifold. Plug the outlet at the manifold with a pipe plug. Repeat the road test observing for smoking exhaust. Some engines are equipped with vacuum operated crankcase ventilators. If the regulating valve of this unit becomes worn or inoperative because of sludge [or for any reason] the engine will consume large amounts of oil, especially when engine is operating under high vacuum.

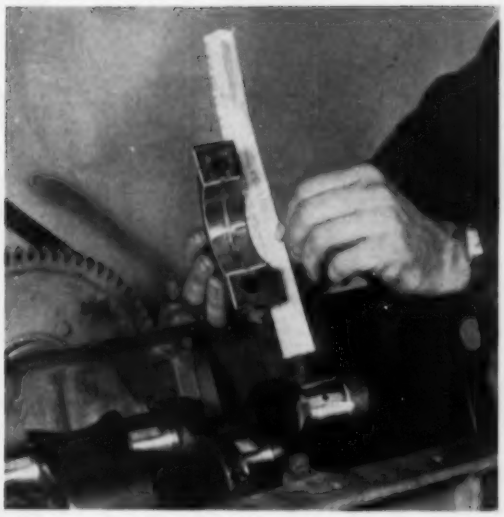
This can be detected by making the tests described above.

If smoke is noticed after the above checks have been made it would indicate that the oil is being consumed by other means which would be past the piston rings. In this case the engine would have to be dismantled.

Dismantling the Engine

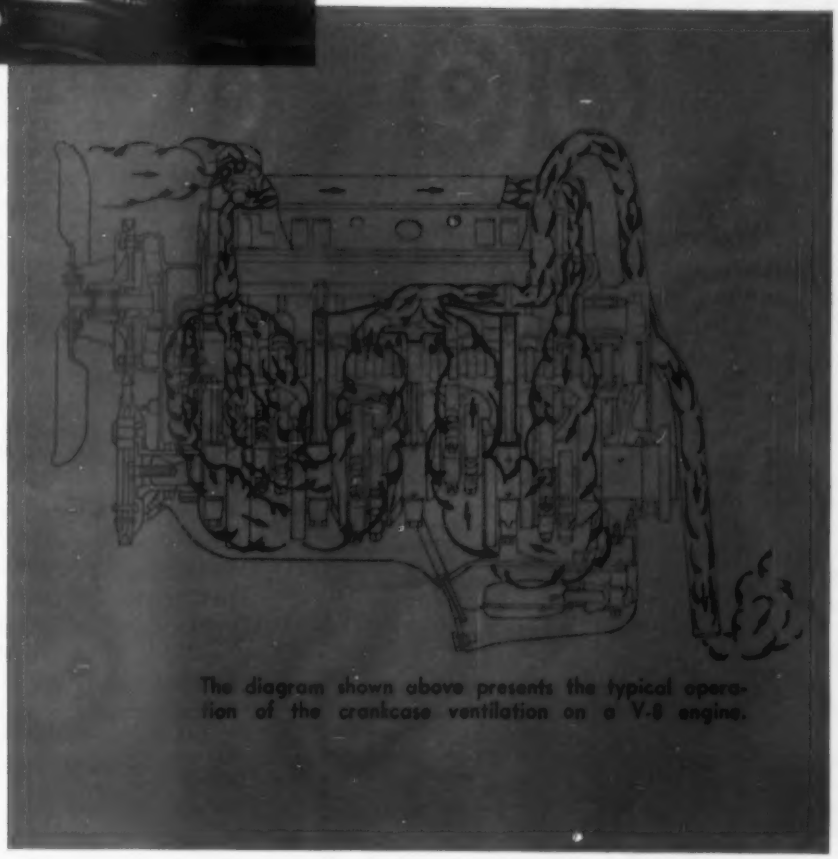
After the cylinder head is removed it is

(*Continued on page* 114)



Above is shown how to check main bearing clearance through the use of the handy plastic gage method.

Check and replace rear main bearing oil seal to prevent oil leaks.



The diagram shown above presents the typical operation of the crankcase ventilation on a V-8 engine.

Oil ON TROUBLED

With timely advice Pop O'Neill helps Tommy

By WILLIAM H. WOLFE, Managing Editor

"WHAT'S the matter with Tommy?" asked Larry good-humoredly as he swung down from the cab of the wrecker and entered Pop O'Neill's office. "He seems to be really down in the dumps this morning. Like his best friend bit him or something."

Pop looked up from his desk. He squinted for a moment at the bright April sunshine that reflected from the opened door. "I just might tell you what *I think* the trouble is—on one condition. No riding him. We've got a lot of jobs to get out today and it ain't no time for my two mechanics to be feudin'."

"Sure, Pop," agreed Larry as he laid the road service ticket on the desk. "But I can almost guess the trouble. It's about that new Jeffries girl that moved into the neighborhood. Tommy was just getting to know her and his get-better-acquainted plans have had their spark retarded."

"You might call it that," chuckled Pop. "This morning Tommy saw her driving around town in her father's '56 Chevy. In the front seat, though, wasn't the Old Man but Tommy's best friend, young Benny Balt . . . at least he was Tommy's best friend until this morning."

"I get it," nodded Larry. "Since Benny hurt his ankle in the district play-offs he's been hobbling about town. Now he's found a pretty chauffeur."

The rest of the morning proved uneventful. Larry nobly restrained himself while

WATERS

in the solution of competition from a "best friend"

working near Tommy. Only once did he make a passing remark about the fickleness of women. Tommy received the remark with a grunt. By mid-afternoon, however, he seemed to be more his old self.

Around half-past three Pop sent Larry out to return a tuned-up Oldsmobile to the Herbert Swertz estate and to check on another of the Swertz' cars—a Plymouth accused of hard starting. A few minutes later the telephone on Pop's desk rang.

Picking up the 'phone Pop was greeted by a pleasant though worried feminine voice. "Mr. O'Neill? This is Betty Jeffries. We just moved into the neighborhood last month but I've already heard how you fix up cars that go wrong—when no one else knows how."

Pop started to interject a modest protest but the girl hurried on. "Our car is making a funny racket when the engine is going. Could . . . could you fix it? Before 5 o'clock I mean. A . . . a . . . that's when Daddy gets home on the train. I've got to meet him at the station."

Pop asked her a few questions more about the type of engine noise. He promised he would send someone out right away but he wouldn't offer any guarantees on the 5 o'clock deadline.

Pop called Tommy and outlined the situation and suggested he take the flivver. Pop managed to hide a smile when Tommy found some excuse or other to slip out towards the wash basin and returned with a dampened-down cowlick.

Betty Jeffries was standing out in front of her house when Tommy got there. Tommy assumed a professional air and immediately raised the hood. He started the engine and cocking one ear towards the clatter under the hood spoke in nonchalant tone: "Valve lifters are acting up. I'll have to pull the cover."

He did and found the rocker arms sadly in need of an oil supply.

"I'm afraid I'll have to drive it back to the shop."

(*Continued on page* 163)

"Oh, Tommy" wailed Betty, "you've got to fix it by five!"

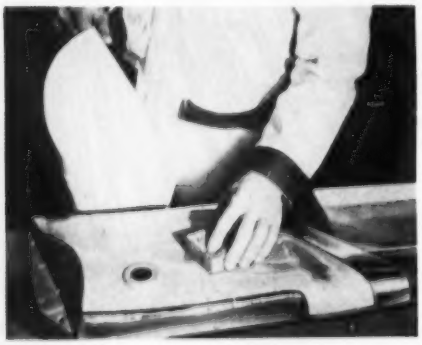
How to Give Interior Panels That New Car Look

Specialize in refinishing scratched and faded instrument panels and front door garnish moldings by using decals

Scratched front door garnish molding.

MOTOR AGE BODY SHOP

Sponging area with adhesive solution.

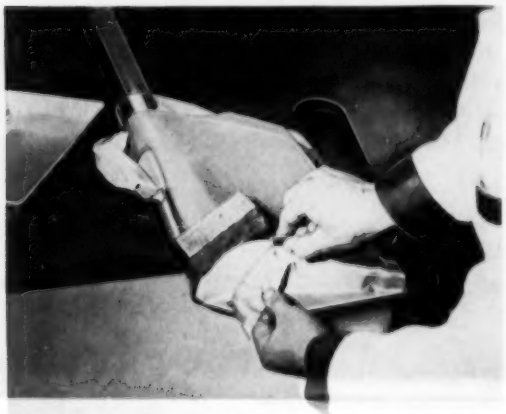


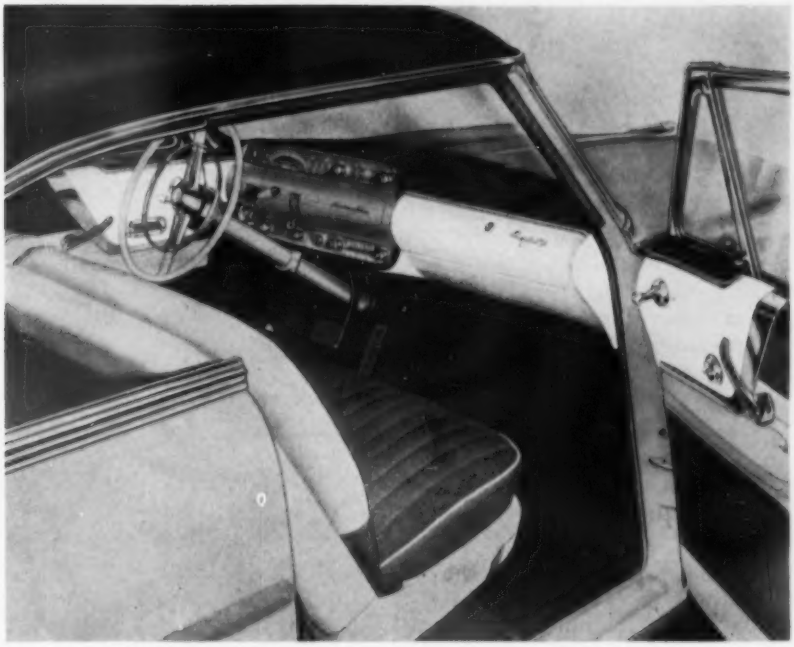
SPECIALIZED service can mean more business in your shop. Are you prepared to offer these services? One kind of specialized service is refinishing the car interiors, such as instrument panels and front door window garnish moldings. This can be quite a job if the right method of refinishing is not chosen. Many panels are badly scratched and faded and must be completely refinished. What is the best way to do the job? One answer to this problem is the application of decals.

To satisfactorily repair any of the dam-

Stretching decal around contour with squeegee.

Trimming excess with single edge razor blade.





Applying decals to the front door garnish molding and dash gives the car a bright new look.

aged area on the glove compartment door, ash tray receiver, or front door window garnish moldings, it is advisable to remove the damaged section affected from the car and cover the entire area with a decal. At no time should a damaged area be patched. If the damaged area is on either end of the instrument panel, the decal should be applied from the nearest end of the instrument panel to the end of the area affected. The other portion of the instrument panel can be serviced inside the car.

Remove Damaged Section

The following procedure is recommended to repair any section of the panel when it becomes necessary to apply a new decal. It is important that the room and the metal temperature to which the decal will be applied be approximately 75 degrees. The decal material is subject to wrinkling and uneven application if applied at a lower temperature.

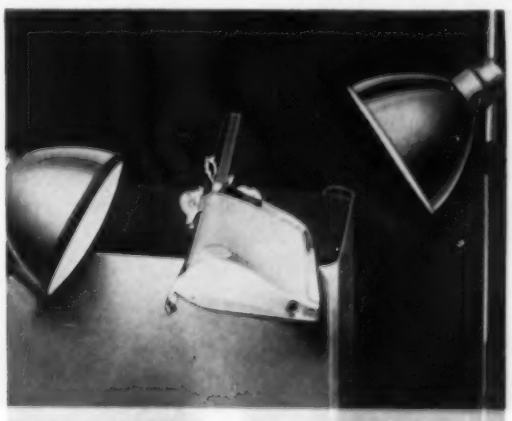
Sand to Bare Metal

Sand the damaged area down to the bare metal, sufficient to remove original scratch from the metal. Use number 320 grit wet sandpaper for this operation. Care should be exercised to feather all edges. Apply masking tape to chrome areas to avoid scratching moldings. Smooth damaged area and scuff

(*Continued on page* 132)

The decal is trimmed along the chrome strip.

Heat lamps are used to dry the finished decal.



STATES REQUIRING MOTOR VEHICLE INSPECTION

State	Number of Inspections Annually	Period	Type
Colorado	2	First inspection when plates put on, second July 1. Fee: 50¢	AS
Delaware	1	During three months prior to expiration of registration. No fee.	SO
Maine	2	April and October. Fee: 50¢	AS
Massachusetts	2	April and October. Fee: 50¢	AS
New Hampshire	2	May and October. Fee not fixed by law.	AS
New Jersey	1	Owner notified by mail of inspection time. Fee: 50¢	SO
New Mexico	at least 2	Fee: $1.00	AS
New York	1	Effective Feb. 1, 1957, all vehicles four or more years old, and all used vehicles, must have Certificate of Inspection to get 1958 registration. Fee: about $1.25	AS
Pennsylvania	2	May 1, for three months, November 1, for three months. Fee: usually $1.50	AS
Texas	1	Prerequisite to registration. Fee: $1.00	AS
Utah	1 or 2	May and October. Dates set by Road Commission. Fee: 50¢	AS
Vermont	2	May and October. Fee not over $1.00	AS
Virginia	2	May 1-June 15, October 1-November 15. Fee: 50¢	AS
West Virginia	1	July 1-September 30. Fee: $1.25	AS
District of Columbia	1	Owner notified by mail of inspection time at time of annual registration. Fee: $1.00	SO

States having periodic motor vehicle inspection laws which are presently inactive: Maryland, Mississippi, Washington. Source: Inter-Industry Highway Safety Committee.

(Key: AS—State Appointed Stations
SO—State Owned & Operated)

Safety Checks

FOURTEEN states and the District of Columbia have laws requiring motor vehicle inspections. However, latest figures from the Bureau of Public Roads show more than 46 million of the nation's 65 million vehicles, two of every three vehicles, are registered in those 34 states that have no official, statewide program.

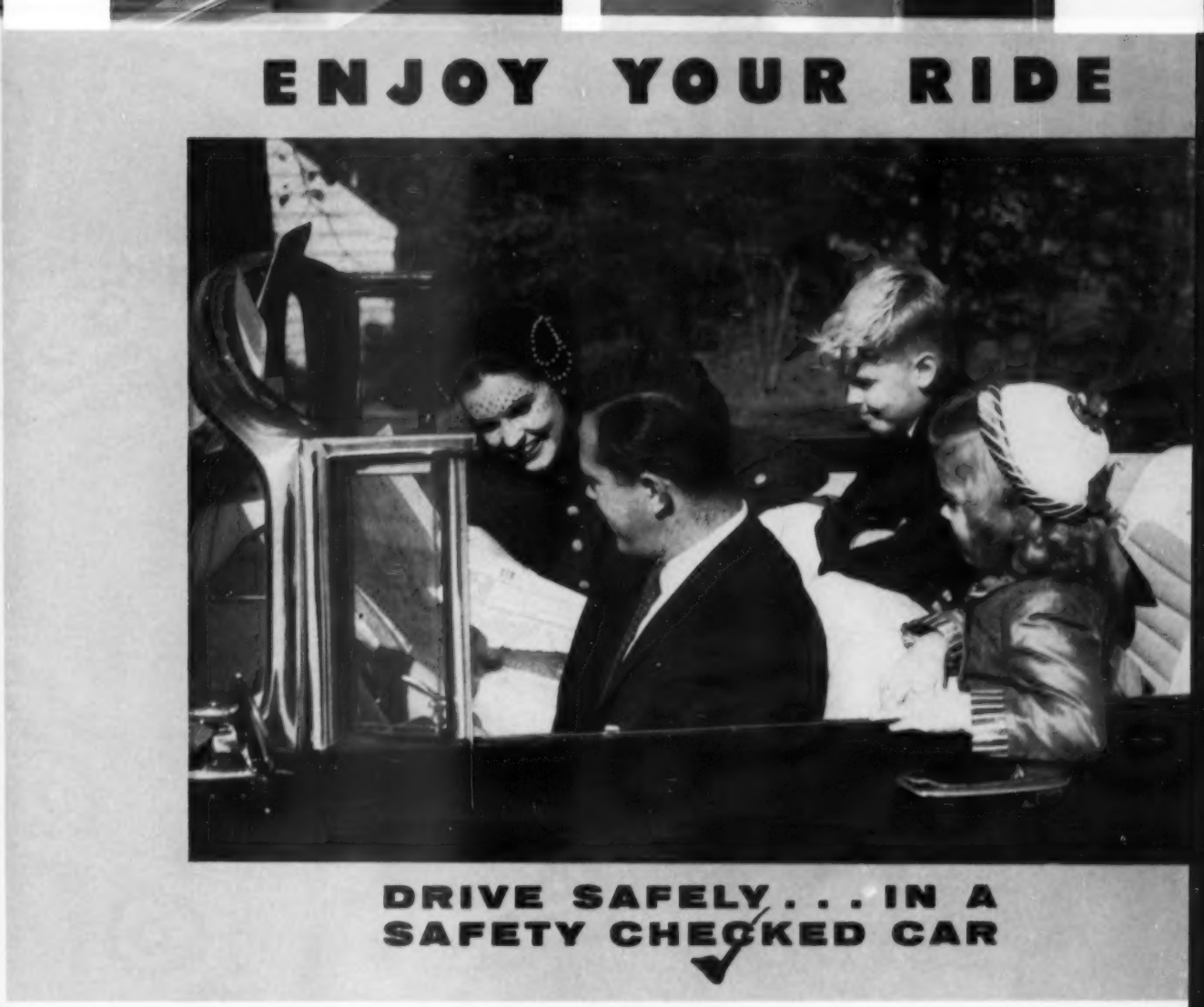
This points up the importance of National Vehicle Safety-Check, which will again be conducted during May. Your participation helps arouse public awareness of the need to have vehicles checked and maintained in safe driving condition.

Last year a new high of 800 cities and 95 counties took part, when dealer and community programs safety-checked more than two million vehicles. And, early indications are that participation in the 1957 Safety-Check campaign will be even more extensive.

"Enjoy Your Ride—Drive Safely in a Safety-Checked Car" will be the featured slogan of automotive outlets during the month of May. New car dealers, independent garage owners, tire dealers and service station operators will offer free Vehicle Safety-Checks in an effort to encourage all motorists to maintain their vehicles in safe driving condition.

In cooperating, you support the annual National Vehicle Safety-Check program, sponsored by the Inter-Industry Highway Safety Committee. Ten items affecting safe vehicle operation included in the voluntary checks are: brakes, front and rear lights, steering, tires, exhaust system, glass, windshield wiper, rear view mirror and horn. It is anticipated dealer support will not only encourage safe vehicle condition and use prior to summer and vacation travel, but also supports the national effort to "Back the Attack on Traffic Accidents."

No one knows how many deaths and injuries are caused by vehicles being driven in unsafe condition due to maintenance neg-



Sell Service

National Vehicle Safety-Checks will again be held in May; cooperation enlisted of all service outlets

By M. R. DARLINGTON,
Inter-Industry Highway Safety
Committee Managing Director

lect. The reasons for this include:

1. Lack of uniform reporting;
2. The tendency in accident investigation to concentrate on the driver and driving conditions, exclusive of vehicle condition;
3. Accident investigators who are not

(*Continued on page* 148)

YOU CAN TRIM OVERHEAD THRU

Power Mower Service

THE growth of the power lawn mower business during the past few years offers a great opportunity to service and repair shops, garages, and service stations, in the power mower and small engine repair field.

In the past ten years there have been more than 10 million lawn mowers manufactured and sold in the United States. During the next 4 years it is estimated conservatively that an additional 15 million power lawn mowers will be sold to consumers.

Two and Four Cycle Engines

The potential in servicing the power mowers and the 2 and 4 cycle engines used on the mowers will increase each year as the machines are put into use. Somewhere in the neighborhood of 100 million dollars will be spent by consumers for repair to power mowers during the year 1957, it is estimated.

As each succeeding year's sales of power mowers increase (and it is likewise estimated that 3½ million mowers will be sold in 1957), many additional service dealers will be needed to provide parts and repair service for the mowers and engines.

To an established repair shop the power mower parts and service business offers a rare opportunity to increase his business tremendously with only a small investment in parts, equipment, and space.

There appears to be no saturation point in sight as far as power mower sales are concerned. As long as new homes are being

To an established repair shop the power mower parts and service business offers a way to increase business with only a small investment in parts and equipment

built by the millions each year, the power mower business will prosper. And, the replacement market is good, since a power mower has an average life of four years.

What does it take in personnel, space, equipment, and stock to get into the business? Fortunately the investment in all of the above categories is small compared with the returns received. The space required depends on the types of mowers you wish to service, and the number of manufacturers you wish to represent. As little as 100 sq. ft. of floor space is required to start with, and of course that can be expanded as business progresses.

Tools and equipment also depend upon the types of mowers you service. For rotary type

(*Continued on page* 128)

Most repairs can be done right on shop bench. Tools depend on the type of mower to be fixed.

The well equipped work bench shown above has all the necessary tools for servicing mowers.

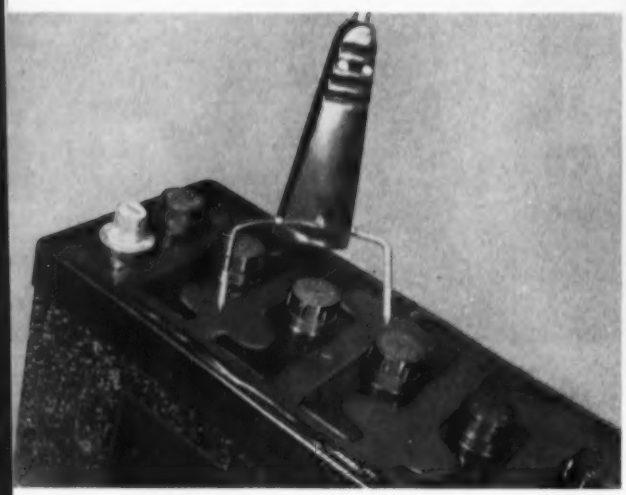
This shop features a special run-in stand to test the lawn mower engines after robuilding.

BATTERIES . . . know when to

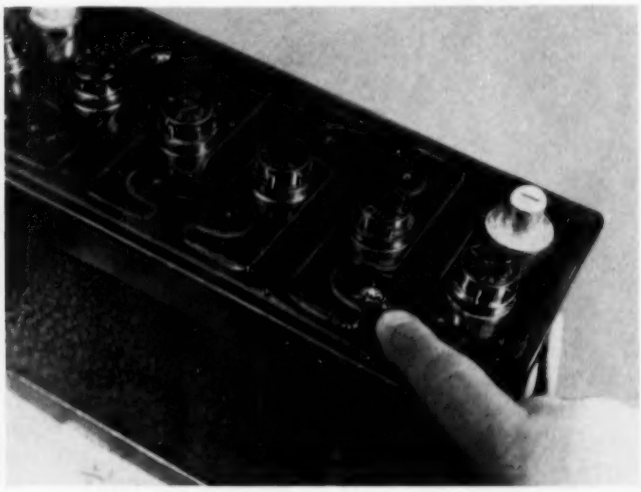
Replace or Recharge

Don't overlook a battery sale on every car that you service. The article below tells how to properly check batteries and when to replace or recharge

By William M. Montgomery, Associate Editor



1 Voltmeter prods should always span the cell cap to locate the cell connectors.



2 After making test with voltmeter prods always press compound back into place.

YOUR shop should be in a position to offer complete battery service to your customers. The first thing to do when you open the hood and are asked to look at the battery is to inspect the positive (insulated) cable and negative ground strap for corrosion or damage. Inspect the metal carrier and hold-down clamps for corrosion. If corrosion exists, remove clamp and battery from the car and pour warm water over the

corroded areas. This will loosen the copper sulphate that has been deposited so that it can be brushed off and flushed away.

The hold-down clamp should be kept tight enough to prevent the battery from shaking in its holder to prevent damage to the battery case. It should not, however, be tightened to the point where the battery case will be placed under a severe strain.

Inspect for Corrosion

The battery posts and terminals should be inspected for corrosion. If corroded, wipe off the posts and terminals with a cloth dampened with household ammonia, or use a cloth with a saturated solution of water and baking soda. These alkaline solutions will neutralize any acid on parts being cleaned. Felt washers, soaked with engine oil, should be installed under each terminal to retard corrosion. These should be oiled at each lubrication. Examine the battery for cracks in the case, raised cells, and also excessive tightness or looseness in carrier.

After visually inspecting the battery for any outward defects, test it to see if it needs recharging. If there are dead cells, it will have to be replaced. A great number of car owners do not know why a battery should be recharged or replaced. They seem to think that the battery is good so long as it is able to start the engine. They should be told they can ruin a good battery and lose months of service by not keeping it at or near full charge at all times. By using a voltmeter and a hydrometer you can show your customer the true condition of the battery.

Checking 12 Volt Batteries

Checking 12 volt passenger car batteries can be done in the following way: Arrangement of the battery cells, as well as the size of the battery case vary considerably. Care should be taken before prodding the individual cells to remove compound over the straps. If after recharging, the voltmeter readings indicate a defective battery, double check with a hydrometer. Be sure to clear the cell cap with the handle of the voltmeter prods to locate cell connectors under the compound.

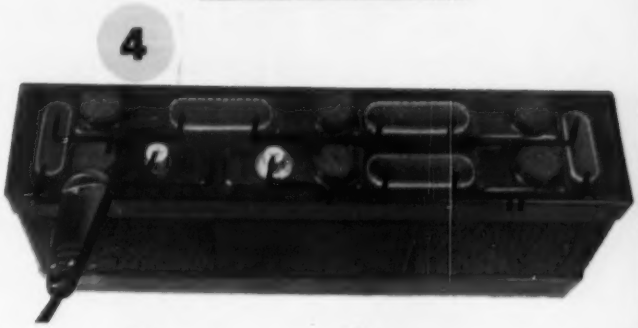
The cell cap will be found underneath the

(*Continued on page* 156)

3 Below is shown where to correctly prod 12 volt batteries. This type battery is used in '57 Chevrolet, Chrysler Products, Hudson, Nash, Packard, Pontiac, Rambler and Studebaker.

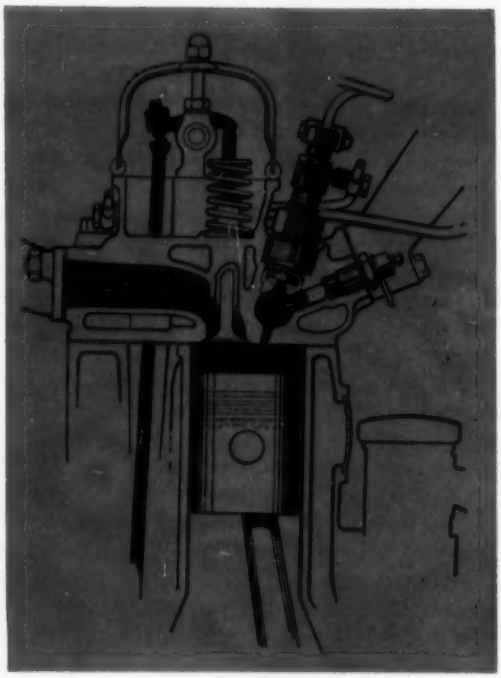
4 This long type battery is being prodded by a voltmeter. The '54 Buick, '56 Cadillac and '53 Oldsmobile use this size battery.

5 Check with both a voltmeter and a hydrometer before condemning battery. Scale of voltmeter should not be over .05 volts nor hydrometer more than 0.025 points between cells.

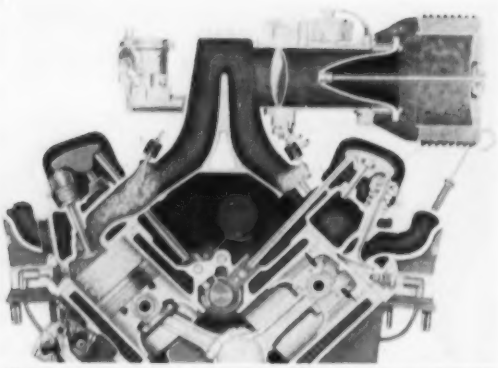


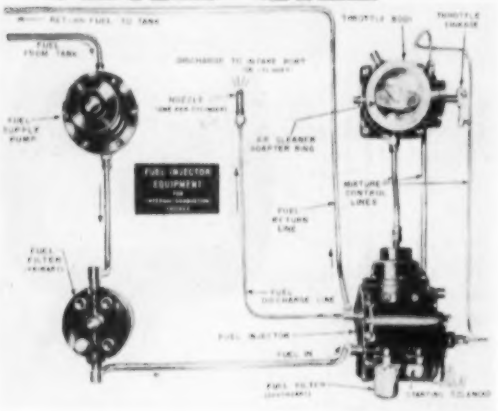
What you should know about

Fuel Injection Systems



Above, Diesel combustion chamber shows fuel injection nozzle and glow plug for starting.

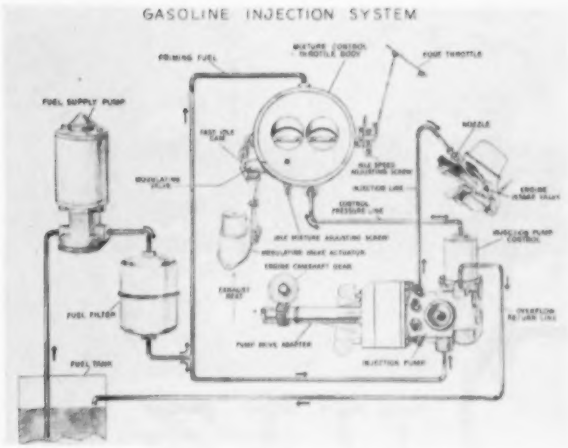




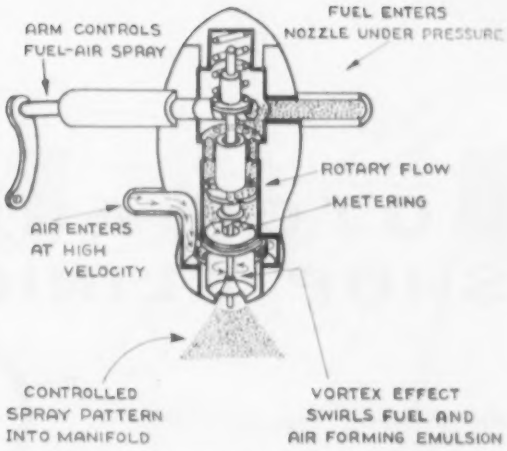
Upper left: View of Rochester fuel injection.
Lower left: Marvel-Schebler injection system.

DESIGNING a fuel injection for gasoline engines involves much more than merely substituting an injector pump for a carburetor. Fuel may be injected directly into the combustion chamber or into the intake port behind the intake valve or at other points along the intake manifold.

It may be metered on the bases of engine speed and intake manifold pressure or as a function of the intake air flow velocity. It also may be supplied in time-measured amounts. Or in a continuous flow through



Drawing of American Bosch fuel injection system used experimentally on a Lincoln.


ARM CONTROLS FUEL-AIR SPRAY
FUEL ENTERS NOZZLE UNDER PRESSURE
ROTARY FLOW METERING
AIR ENTERS AT HIGH VELOCITY
CONTROLLED SPRAY PATTERN INTO MANIFOLD
VORTEX EFFECT SWIRLS FUEL AND AIR FORMING EMULSION

Above is a cutaway of Meteor fuel injection control and nozzle part of system.

separate lines to each cylinder or positive displacement injection pump by distributor valves or by the use of a pressure carburetor.

That is one reason why there are so many designs being tested now. Each design claims certain advantages over the other system. Before comparing them, here are some of the advantages listed for fuel injection over carburetion:

With fuel injection, more power output at high engine speeds, increased torque, output at low engine speeds, quicker cold starting and warmup, elimination of carburetor throttle plate icing, no back-fire, reduction of unburned hydro-carbons in the exhaust during acceleration. Also wider latitude in the use of fuels, improved liveliness in response to throttle, less tendency for vapor lock, better fuel economy, more room in the engine compartment (lower hood silhouette), ability to compensate easily for changes in ambient temperature and altitude.

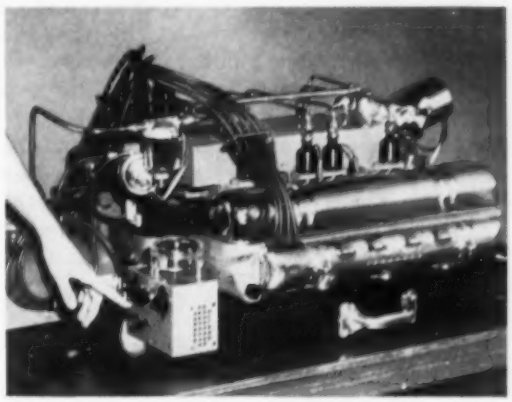
Some of the disadvantages which have to be overcome: higher initial cost, difficult hot starting, noise, fuel line clogging, corrosion of injection equipment, poor vapor handling capacity. Some claim that fuel injection will increase the horsepower of 3 to 25 per cent. Claims for improved fuel economy vary from 5 to 15 per cent. Some engineers expect fuel injection systems will have poor vapor handling capacity. Others see less tendency for vapor lock. It is generally agreed, however, that for best results engine should be designed especially for fuel injection instead of merely substituting an injection system for a carburetor.

Regardless of the type of fuel injection installed, better all around performance can be expected because fuel injection permits more precise control of the amount and timing of fuel delivery than a carburetor system does. In carburetor systems there is a necessary designed compromise in making the manifold large enough for easy breathing and small enough to make adequate air flow velocity at idle so that the fuel won't burn, settle out and prevent proper mixture ratio.

Fuel injection avoids these inherent manifold design problems by delivering just the

(*Continued on page* 142)

The "brain box" sends signals to fuel injector nozzles that spray fuel into the intake ports.



MOTOR AGE SHOP CLINIC QUIZ

An absorbing and easy-to-take type quiz based on the service article which begins on page 37

FOR APRIL, the Motor Age Shop Clinic Quiz is based upon the article "Why Engines Waste Oil." This article should be read through in entirety. Then answer the Quiz below checking your answers in the inverted box elsewhere on this page.

If you would like to score yourself after completing the Motor Age Shop Clinic Quiz, use this system of rating: Five or 6 answers correct, fair; 7 correct, good; 8 correct, very good; 9 or 10 correct, take a rating of excellent!

1. What is considered the ideal way to check an engine (without dismantling) for using too much oil?

2. Why be suspicious of a slow acting windshield on cars equipped with a vacuum booster pump?

3. How do you determine if oil is passing valve guides?

4. When car is road tested for oil leaks, why is it a good idea to let the engine idle for about 10 minutes after car has been driven on the road?

5. What is the major cause of blow-by in the crankshaft?

6. Why is it important to keep the crankcase ventilators clean?

True or False Section

7. One can never completely rid an internal combustion engine of the presence of blow-by.

8. Worn rocker arm bushings and shafts can increase oil consumption. This is so because increase in clearance between shaft and bushing provides greater opening for oil to escape through. Part of this excessive oil may then run down the rocker arm to the valve stem. If the oil is not shielded from the valve stem, the oil will be drawn through the valve guide into the combustion chamber where it will be burned.

9. Generally speaking there is not more blow-by in an engine that has excessive cylinder taper than in one with properly-proportioned cylinders.

10. Insufficient oil supply from the pump to the engine bearings will result in inadequate amounts of oil being thrown from the connecting rod journal to the cylinder walls.

Without sufficient lubrication here, the piston rings and cylinder walls will be scuffed. If conditions are severe enough the rings and cylinders will be scored.

ANSWERS TO QUIZ
(hold page upside down)

1. road test the car.
2. pump will be generally found faulty hence oil will be drawn out of crankcase into the intake manifold.
3. with cylinder head removed, check underneath intake valve heads for wetness.
4. worn valve guides can be spotted more readily.
5. worn piston rings.
6. allows engine to breathe properly and because clogged breather system can cause oil leaks.
7. true.
8. true.
9. false.
10. true.

Service Man's Idea Book

Editor's note: While Service Man's Idea Book replaces Merchandising Forum as far as format and design go, awards are still being offered for ideas on selling and merchandising. Readers are invited to submit their selling and merchandising ideas and experiences (100 words or less). Motor Age will pay $7.50 for each contribution published.

Ten Billion Dollar Business

Vacation travel is unquestionably a source of tremendous business in the United States. In half of the 48 states for example, travel is ranked among the top three industries. It ranks first in such states as Florida, New Jersey, and Nevada. Also in the District of Columbia.

The recent study of vacation travel by the American Automobile Association disclosed that about $10.4 billion is spent for travel within the United States each year. In vehicle miles driven, the figure reaches about 11½ billion.

As 85 per cent of this travel is done by private automobile what tremendous sources for tires, batteries, gasoline, oil, replacement parts, and preventive maintenance checks! No matter where your service location in this great land of ours, you should be thinking seriously of selling pre-vacation "specials."

Land of Goshen

In Goshen, N. Y., a new-car dealership has announced a "Sava Service" plan whereby customers can accumulate service credits towards additional repair work or purchases. Here's how it works. A customer at Goshen Buick Company receives a 10 per cent credit allowance or discount on all repairs, service, parts or accessories. But instead of a cash refund, the 10 per cent amount is credited to each customer's account.

When these credits accumulate to $25, this can be used towards the purchase of additional services, repairs, parts and accessories. A customer, for example, who had $80 worth of work done on his engine would accumulate an eight dollar credit. In time, the customer could accumulate $25 worth of credits and use this amount to procure additional services at the dealership.

According to the Goshen plan, the credits can be applied towards the purchase of a new or used car from Goshen Buick Co.

Trailer Washing Business

Stanley Clark who runs a service shop in East Bradenton, Fla., sends in this idea which wins a $7.50 award. Writes Stan: "Ever since an elderly customer whose car we polished made the casual remark about doing it for his trailer also, we've been thriving on washing and polishing these mobile homes from nearby trailer parks."

Stan says that he charges a dime per foot of length for trailer washing and the polishing charge is also based on trailer length and condition. Stan finds that this type of washing and polishing service frequently results in new customers for his other wares and services.

Business facts of life

"Making of a Star Salesman"

Economist Jess Eilar presents his fourth of a series of six articles on selling techniques

SOME months ago I rode across the burning sands of the Great American Desert with a star salesman whose sales empire is bounded on the north by the Northern Lights, on the south by the Southern Cross, on the east by the rising sun, and on the west by the setting sun.

We left the Manor Hotel in San Diego in a land of indescribable beauty bound for Phoenix, queen of the desert in the Land of Tomorrow.

En route I asked this star salesman what it took to become a top flight sales person, and his answer was quick and crisp: 1. Personality; 2. Product; 3. Service, in that sequence.

Showcase for Selling

Selling today is a challenge and opportunity as never before because television adds a showcase in which producers exhibit their wares right in the family living rooms and unknown personalities can explode into fame and fortune over night.

Selling is designed to make people dissatisfied, according to Don Hobart. That is, dissatisfied with anything less than the best. America was settled by dissatisfied people he points out.

There may be glamor in selling under Kleig lights for television audiences, but there is a lot of drudgery in much of the job, lots of detail.

Profile of a Star Salesman

A creative star salesman is a consistently high producer of orders. He arouses a desire to buy where no desire previously existed. He is a master of arts at selling and draws a master's wage.

It has been a coveted privilege of mine to share my thinking and to profit by their

thinking with masters of the art and science of selling in sales conferences and management circles and with service men on the job.

I have pulled together twelve characteristics of these men as revealed by them in the heat of sales battles. I offer it as a check list for those who agree that nothing is being done as well as it can be done—in sales and service.

1. PLEASING PERSONALITY: A way with people that draws them to you. Conversational skill, and the faculty of meeting people easily and of handling them adroitly.

2. ENERGY: Boundless energy and endurance, based on physical, mental, and spiritual health.

3. RELIABILITY: Based on personal stability and conduct consistent with fixed rules of character and fixed rules of principle.

4. FRIENDLINESS: A good neighbor in thick and thin.

5. EGO: A controlled ego or self assurance and confidence based on the knowledge that you have something to sell besides your product.

6. CHARM: Charm that you can turn on when the occasion requires such an approach, a side effect of vitality.

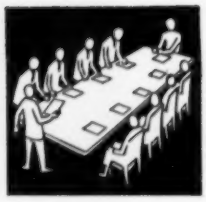
7. TRAINED MIND: An orderly mind that incorporates a product, a plan, and a purpose for each sales approach; a store house of useful and pertinent knowledge.

8. CONFIDENCE: In self, company, product, people.

9. INDEPENDENT SPIRIT: A self

(*Continued on page* 140)

MANAGEMENT CLINIC



Can you write your own ads?

Scan the tips below with care. You will find them helpful when required to prepare easily read copy for advertisements in your local newspapers

CHANCES are you have tried drawing customers to your service location at one time or another via newspaper ads. If you have ever felt that the returns didn't justify your outlay of cash, this article will be of particular interest to you. For, after all, you're an automotive man and not an advertising writer, and every trade has its own little tips and tricks.

One of the most helpful, according to ad men, is to bear in mind at all times that no reader buys a paper in order to read your advertisement alone. He puts down his nickel to learn the news, scan the editorials, get up to date on sports and be amused by the comics. He will scan the ad but won't be greatly interested if he is asked to spend money for something that he doesn't think he needs and doesn't want to own. However, if the ad, for example, stresses ways and means in which he can get more wear from his tires or more service from his car, instead of merely listing items and services that the dealer wants to sell, the ad is bound to attract attention. And if this appeal to the reader's self-interest is honest and thorough, he will even read it eagerly, all the way through. So your first rule of good copy boils down to this: Make sure that your ad says, in effect, "This is what YOU need," not "This is what I would like to sell you."

Needs and Wants

Keep this point in mind while you compose your headline and you'll do a good job because it must attract attention, and what is more attention getting, after all, than an appeal to self-interest? So make sure that it tells the reader about something that you know he needs and wants, and he'll not only go on to read the ad itself, but will follow its suggestions. As far as the mechanics are concerned, you'll underscore results if you keep the phrase short, and use words that are easy for anyone to understand.

Before you write the body of the ad itself, it's important to understand rule two of good copy: Because the reader is concerned with the paper's editorial context, even if your headline has commanded his attention, he is still anxious to get on with the news of the day. And because he's in such a hurry, he won't hang around long enough to read the whole ad unless it is easy to read. So keep all sentences and paragraphs as brief as can be. Avoid unusual and high sounding adjectives.

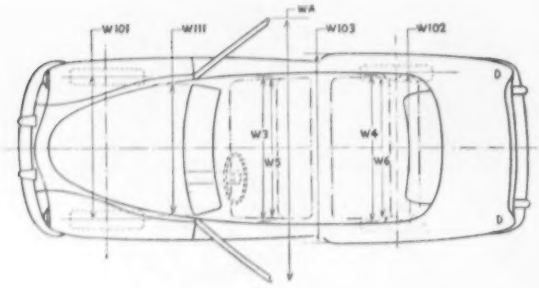
(*Continued on page* 137)

1957 WORK-A-DAY SPECS

TABLE OF CONTENTS

	Page
Passenger Car Body Data	58
General Engine Data Oil Filter Type, Pistons	60
Piston Rings, Piston Pins, Connecting Rods	62
Crankshafts, Camshafts	66
Valve Timing, Lubrication and Exhaust Systems	68
Valves, Intake and Exhaust	70
Price, Weight, and Body Table	71
Fuel and Cooling Systems	72
Drive Belts, Electrical Supply System	74
Starting and Ignition Systems	76
Ignition, Timing, Spark Plugs, Clutches	77
Tune-Up Data for 1952-57 Cars	82
Lamp Bulbs, Fuses, Circuit Breakers	86
Transmissions — Conventional and Conventional with Overdrive	88
Automatic Transmissions	89
Tires and Brakes	90
Propeller Shaft and Rear Axle	92
Front Suspension and Steering	93
Wheel Alignment, Rear Suspension	94
British Passenger Cars	95
Other Foreign Cars	96
Light Trucks	99
Tractors, Wheel Types	100

WIDTH DIMENSIONS



1957 PASSENGER CAR BODY DATA

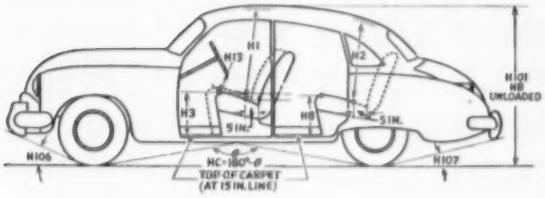
All dimensions apply to 5 or 6 passenger, 4 door sedan or equivalent model.

PASSENGER CAR MAKE AND MODEL	MISCELLANEOUS								GENERAL DIMENSIONS (Ins.)										
	Glass Area (Sq. In.)								L101	Overhang		Tread		Overall Dimensions				W111
	Windshield	Back Light	Type of Finish	Hood Opening	Hood Counterbalanced	Hood Release Control	Windshield Type	Rear Window Type	Wheelbase	L104 Front—Including Bumper Guards	L105 Rear—Including Bumper Guards	W101 Front	W102 Rear	L103 Length—Bumper to Bumper	W103 Width	WA Width—Doors Open	HB Height—Unloaded	Windshield—Max. Width
AMERICAN MOTORS CORP.																		
Hudson Hornet 3578D	1100.0	1008.0	E	Ff	Y	In	C	C	121.3	34.9	53.1[1]	59.1	60.5	209.3[2]	78.0	148.3	61.9	62.3
Metropolitan 562	569.0	821.0	E	Ff	N	Ex	F	3C	85.0	28.4	36.2	45.3	44.8	149.5	61.5	135.0	55.5	43.8
Nash Ambassador 5780	1100.0	1008.0	E	Ff	Y	In	C	C	121.3	34.9	53.1[1]	59.1	60.5	209.3[2]	78.0	148.3	61.9	62.3
Rambler 5710	1105.7	1078.6	E	Ff	Y	Ex	C	C	108.0	32.0	51.2[3]	57.8	58.0	191.1[4]	71.3	145.0	59.4[5]	59.8
5720	1105.7	1078.6	E	Ff	Y	Ex	C	C	108.0	32.0	51.2[3]	57.8	58.0	191.1[4]	71.3	145.0	59.8	59.8
CHRYSLER CORP.																		
Chrysler Wind. C-75-1, Sara. C-75-2	1444.0	1319.0	E	Ff	Y	Ex	C	C	126.0	34.0	59.2	61.0	59.7	219.2	78.8	156.8	58.6	63.2
New Yorker C-76	1444.0	1319.0	E	Ff	Y	Ex	C	C	126.0	34.0	59.2	61.2	59.7	219.2	78.8	156.8	58.8	63.2
300C, C-76-300	1436.0	1382.0	E	Ff	Y	Ex	C	C	126.0	34.0	59.2	61.2	60.0	219.2	78.8	167.4	55.3	63.2
De Soto Firesweep S-27	1444.0	1319.0	E	Ff	Y	Ex	C	C	122.0	36.4	57.4	60.9	59.7	215.8	78.2		58.3	63.2
Firedome S-25, Fireflite S-26	1444.0	1319.0	E	Ff	Y	Ex	C	C	126.0	34.6	57.4	61.0	59.7	218.0	78.2		58.6	63.2
Dodge Coronet D-56, D-72	1444.0	1173.0	E	Ff	Y	Ex	C	C	122.0	33.5	56.7	60.9	59.7	212.2	77.9	156.8	58.2	63.2
Royal D-67-1, Custom Royal D-67-2	1444.0	1173.0	E	Ff	Y	Ex	C	C	122.0	33.5	56.7	60.9	59.7	212.2	77.9	156.8	58.4	63.2
Imperial... Crown, La Baron	1622.0	1319.0	E	Ff	Y	Ex	C	C	129.0	35.8	59.2	61.9	62.4	224.0	81.2	159.0	58.3	67.5
Plymouth Plaza, Savoy, Belv. P-30	1444.0	1173.0	E	Ff	Y	Ex	C	C	118.0	32.2	54.4	60.9	59.6	201.6	78.2	156.8	58.1	63.2
Plaza, Savoy, Belvedere P-31	1444.0	1173.0	E	Ff	Y	Ex	C	C	118.0	32.2	54.4	60.9	59.6	204.6	78.2	156.8	58.2	63.2
Fury P-31	1136.0	1205.0	E	Ff	Y	Ex	C	C	118.0	32.8	55.3	60.9	59.6	205.1	79.4	167.4	55.3	63.2
FORD MOTOR CO.																		
Continental ... 60A	966.0	934.0	L	Ff	Y	Ex	C	C	126.0	35.3	57.2	58.5	60.0	218.4	77.5	166.8	57.1	58.8
Ford Custom 73A, Cust. 300, 73B	1053.6	976.0	L	Rf	Y	In	C	C	116.0	35.0	50.6	59.0	56.4	201.7	77.0	149.0	58.9	60.1
Fairlane, Fairlane 500	979.1	1078.3	E	Rf	Y	In	C	C	118.0	35.0	54.7	59.0	56.4	207.7	77.0	150.6	57.9	60.1
Thunderbird 40B	1027.2	533.6	E	Rf	Y	In	C	C	102.0	28.3	51.1	56.0	56.0	181.4	72.8	148.9	49.5	56.6
Lincoln Capri 58A, Premiere 58B	1123.4	1247.8	E	Ff	Y	Ex	C	C	126.0	35.8	62.9	58.5	60.0	224.6	80.3	155.2	61.2	61.7
Mercury Monterey 58A, Montclair 58B	1169.5	1504.1	E	Rf	Y	In	C	C	122.0	31.8	57.4	59.4	59.0	211.1	79.1	148.5	57.9	62.6
Turnpike 75A	1312.0	715.2	E	Rf	Y	In	C	C	122.0	31.8	57.4	59.4	59.0	211.1	79.1	148.5	57.9	62.6
GENERAL MOTORS CORP.																		
Buick Special 40	1356.9	1000.4	L	Ff	Y	Ex	C	3C	122.0	34.5	52.0	59.5	59.0	208.5	74.8	147.6	60.1	60.9
Century 60	1356.9	1000.4	L	Ff	Y	Ex	C	3C	122.0	34.5	52.0	59.5	59.0	208.5	74.8	147.6	60.4	60.9
Super 50, Roadmaster 70	1412.1	1120.5	L	Ff	Y	Ex	C	C	127.5	34.7	53.1	59.5	61.0	215.3	77.6	150.4	61.0	62.4
Cadillac 62	1412.1	1120.5	L	Ff	Y	Ex	C	C	129.5	34.7	51.7	61.0	61.0	215.9	80.0	153.5[6]	61.0	NA
60	1412.1	1120.5	L	Ff	Y	Ex	C	C	133.0	34.7	56.7	61.0	61.0	224.4	80.0	153.4	61.0	NA
75	1412.1	498.8	L	Ff	Y	Ex	C	C	149.8	34.7	51.7	61.0	61.0	236.2	80.0	153.5	63.7	NA
Chevrolet One-Fifty, Two-Ten, Bel Air	1147.9	1127.2	L	Ff	Y	Ex	C	C	115.0	32.5	52.5	58.0	58.8	200.0	73.9	140.1	61.5	59.2
Corvette 2934	908.0	408.0	L	Rf	N	In	C	F	102.0	24.7	41.4	57.0	59.0	168.0	70.5	NA	52.0	53.6
Oldsmobile 88, Super 88	1357.0	1000.0	L	Ff	Y	Ex	C	3C	122.0	33.9	51.9	59.0	58.0	208.2	76.4	147.6	59.8	56.0
Ninety-Eight	1357.0	1000.0	L	Ff	Y	Ex	C	3C	126.0	33.9	56.4	59.0	58.0	216.7	76.4	147.6	59.8	56.0
Pontiac Chieftain 57-27	1087.5	1087.2	L	Ff	Y	Ex	C	C	122.0	35.5	49.4	59.0	59.4	206.8	75.2	143.2	62.0	59.4
Super Chief 57-27	1087.5	1087.2	L	Ff	Y	Ex	C	C	122.0	35.5	49.4	59.0	59.4	208.8	75.2	143.2	62.1	59.4
Star Chief 57-28	1087.5	1087.2	L	Ff	Y	Ex	C	C	124.0	36.5	54.4	59.0	59.4	213.8	75.2	143.2	62.1	59.4
STUDEBAKER-PACKARD CORP.																		
Packard Clipper 57L	1105.0	1172.8	E	Ff	N	Ex	C	C	120.5	38.0	53.3	56.7	55.7	211.8	77.4	135.4	61.7	52.1
Studebaker Champion 57G	1105.0	1172.8	E	Ff	N	Ex	C	C	116.5	35.6	50.3	57.2	56.2	202.4	75.8	135.4	61.0	50.1
Commander 57B	1105.0	1172.8	E	Ff	N	Ex	C	C	116.5	35.6	50.3	56.7	55.7	202.4	71.3	135.4	62.0	50.1
President 57H	1105.0	1172.8	E	Ff	N	Ex	C	C	116.5	36.4	47.9	56.7	55.7	200.8	71.3	135.4	62.0	50.1
Classic 57H	1105.0	1172.8	E	Ff	N	Ex	C	C	120.5	36.4	47.9	56.7	55.7	204.8	71.3	135.4	62.0	50.1
Golden Hawk 57H	858.0	910.0	E	Ff	N	Ex	C	C	120.5	34.9	48.6	56.7	55.7	203.9	70.4	151.9	58.1	51.8

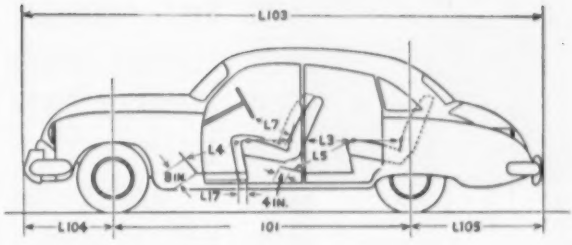
ABBREVIATIONS

1—63.1 with outside rear tire mount.
2—219.3 with outside rear tire mount.
3—58.9 with outside rear tire mount.
4—198.9 with outside rear tire mount.
5—59.8 with 6.70/15 tires.
6—Sedan De Ville, 153.4.
C—One piece curved.
3C—Three piece curved.
E—Enamel.
Ex—External.
F—One piece flat.
Ff—Front, full.
In—Internal.
L—Lacquer.
N—No.
NA—Not available.
Rf—Rear, full.
Y—Yes.

HEIGHT DIMENSIONS



LENGTH DIMENSIONS



1957 PASSENGER CAR BODY DIMENSIONS

All dimensions apply to 5 or 6 passenger, 4 door sedan or equivalent model.

PASSENGER CAR MAKE AND MODEL	HEIGHT DIMENSIONS									WIDTH DIMENSIONS				LENGTH DIMENSIONS				
	Interior					Exterior				Interior				Interior				
	H1	H2	H3	H8	H13	H106	H107	HC	HD	W3	W4	W5	W6	L3	L4	L5	L7	L17
	Front Headroom	Rear Headroom	Front Seat Height to Floor	Rear Seat Height to Floor	Steering Wheel Clearance to Seat Cushion	Angle of Approach—Deg	Angle of Departure—Deg	Ramp Breakover Angle—Deg	Minimum Road Clearance—In	Front Seat Shoulder Room	Rear Seat Shoulder Room	Front Seat Hip Room	Rear Seat Hip Room	Back of Front Seat to Rear Seat Back	Leg Room—Front	Leg Room—Rear	Steering Wheel Clearance	Adjustment of Front Seat
AMERICAN MOTORS CORP.																		
Hudson Hornet 35780	38.4	35.3	12.3	13.8	6.4	25.0	15.0[1]	13.9	6.2 M	61.5	61.3	65.0	64.5	31.8	42.5	40.1	14.3	5.0
Metropolitan 562	35.5	AB	10.0	AB	6.8	30.8	20.5	20.9	6.0 E	45.3	AB	49.8	AB	AB	43.3	AB	14.6	4.0
Nash Ambassador 5780	38.4	35.3	12.3	13.8	6.4	25.0	15.0[1]	13.9	6.2 M	61.5	61.3	65.0	64.5	31.8	42.5	40.1	14.3	5.0
Rambler 5710	36.0	35.0	11.5	14.5	6.0	20.0[2]	13.0[3]	19.0[5]	6.3 FCM[6]	57.7	57.6	59.8	60.1	30.8	43.0	42.0	11.6	6.0
5720	36.0	35.0	11.5	14.5	6.0	21.0	14.0[4]	20.0	6.7 FCM	57.7	57.6	59.8	60.1	30.8	43.0	42.0	11.6	6.0
CHRYSLER CORP.																		
Chrysler Windsor C-75-1, Saratoga C-75-2	34.8	34.6	11.0	12.1	5.5	18.9	12.4	9.8	5.4 FSM	60.5	60.4	63.0	62.7	31.3	45.5	43.0	14.9	5.0
New Yorker C-76	34.8	34.6	11.0	12.1	5.5	20.3	12.6	10.2	5.6 FSM	60.5	60.4	63.0	62.7	31.3	45.5	43.0	14.9	5.0
C-300, C-76-300	34.1	34.0	10.5	9.6	6.0			10.2	5.6 FSM	61.0	60.5	63.0	56.0	27.3	46.5	38.0	16.1	5.0
De Soto Firesweep S-27	34.8	34.6	11.0	12.1	5.5	18.9	12.9	10.2	5.4 FSM	60.5	60.4	63.0	62.7	31.3	45.5	43.0	14.9	5.0
Firedome S-25	34.8	34.6	11.0	12.1	5.5	17.7	13.2	9.8	5.4 FSM	60.5	60.4	63.0	62.7	31.3	45.5	43.0	14.9	5.0
Fireflite S-26	34.8	34.6	11.0	12.1	5.5	17.7	13.3	9.8	5.4 FSM	60.5	60.4	63.0	62.7	31.3	45.5	43.0	14.9	5.0
Dodge Coronet D-72	34.8	34.2	11.0	12.2	5.5	21.6	9.7	10.0	5.3 FSM	60.5	60.4	63.0	62.7	31.3	45.5	42.5	14.9	5.0
Coronet D-86	34.8	34.2	11.0	12.2	5.5	21.5	9.6	10.0	5.3 FSM	60.5	60.4	63.0	62.7	31.3	45.5	42.5	14.9	5.0
Royal D-67-1, Custom Royal D-67-2	34.8	34.2	11.0	12.2	5.5	23.4	9.9	10.2	5.4 FSM	60.5	60.4	63.0	62.7	31.3	45.5	42.5	14.9	5.0
Imperial IM1-1, Crown IM1-2, LeBaron IM1-4	34.5	34.2	11.0	12.5	5.3	18.1	11.5	9.8	5.5 FSM	63.6	62.4	63.5	63.2	34.0	46.2	45.0	15.7	5.0
Plymouth Plaza, Savoy, Belvedere P-30	35.3	34.2	11.0	12.0	5.6	23.7	11.6	10.0	5.2 FSM	60.5	60.4	63.0	62.7	29.3	46.9	41.5	14.9	5.0
Plaza, Savoy, Belvedere P-31	35.3	34.2	11.0	12.0	5.5	24.0	11.6	10.0	5.2 FSM	60.5	60.4	63.0	62.7	29.3	46.9	41.5	14.9	5.0
Fury P-31	34.1	34.0	10.5	9.7	6.1	23.5	11.4	9.5	4.9 FSM	61.0	60.5	63.0	56.0	26.1	46.7	36.5	16.1	5.0
FORD MOTOR CO.																		
Continental 60A	35.1	34.6	12.8	13.3	5.5	19.1	11.5	10.8	5.9 FC	55.8	53.8	59.6	56.6	28.6	42.5	39.1	15.0	4.3
Ford Custom 73A, Custom 300-73B	34.9	33.6	10.7	14.4	5.3	22.5	12.2	12.9	6.0	57.6	57.0	60.3	60.3	29.3	44.3	41.8	13.6	5.6
Fairlane 57B, 58A; Fairlane 500-57A, 58B	33.9	33.6	10.7	14.0	5.4	22.5	12.8	12.9	6.0	57.3	57.0	60.0	60.1	29.0	43.2	40.7	12.5	4.9
Thunderbird 40B	33.1	N	7.0	N	5.6[7]	22.3	13.9	11.8	5.3 F	53.3	N	58.8	N	N	44.9	N	14.4[7]	4.8
Lincoln Capri 58A, Premiere 58B	35.4	34.1	12.1	12.2	5.0	19.0	10.9	11.7	6.7	59.4	58.4	61.7	63.8	32.3	44.8	42.5	14.7	5.8
Mercury Monterey 58A, Montclair 58B	33.9	33.5	10.6	14.5	5.5	21.8	11.0	12.2	5.9 RB	60.2	60.2	61.3	62.9	31.5	44.2	41.4	14.4	5.8
Turnpike 75A	33.7	32.8	10.6	14.5	5.5	21.8	11.0	12.2	5.9 RB	60.4	60.3	61.3	62.9	31.5	44.2	41.4	14.4	5.6
GENERAL MOTORS CORP.																		
Buick Special 40	34.8	33.3	11.5	12.5	5.0	20.3	13.9	5.8	6.3	56.9	56.0	62.5	62.2	31.7	43.4	42.4	14.0	5.5
Century 60	35.2	33.8	11.4	12.4	5.0	20.0	14.3	6.0	6.6	56.9	56.0	62.5	62.2	31.7	43.3	42.3	14.0	5.5
Super 50	35.8	35.0	11.6	11.0	4.8	20.2	13.6	6.0	6.5	59.0	57.1	65.5	65.0	35.5	44.0	45.0	14.1	5.5
Roadmaster 70	34.6	34.3	12.0	11.6	4.4	20.5	14.8	6.3	6.7	59.0	57.1	65.3	64.8	35.6	43.6	45.0	13.6	5.5
Cadillac 62	35.0[8]	34.9	13.5	12.7	4.8	23.1	14.1	12.2	6.2 M	59.0	57.0	65.2	65.0	34.2	45.0	45.2	15.0	NA
60	33.9	34.7	13.9	12.7	4.4	23.1	12.8	11.9	6.2 M	59.0	57.0	65.0	65.0	34.2	45.2	45.3	15.0	NA
75	38.6	35.3	12.8	13.8	5.5	28.5	15.4	12.0	7.2 M	59.0	56.8	65.5	57.6	28.8	43.6		14.1	NA
Chevrolet One-Fifty, Two-Ten, Bel Air	36.0	35.6	13.1	12.2	6.1	20.9	12.0	11.9	5.9 E	56.9	56.4	62.1	63.0	28.6	44.7	39.6	14.8	4.4
Corvette 2934	34.3	N	8.9	N	4.8	28.0	18.9	14.9	5.8 BS	51.3	N	50.5	N	N	44.2	N	13.5	4.4
Oldsmobile 88	35.3	33.8	11.6	11.7	4.9	21.5	13.7	12.3	6.0 FSM	56.9	56.0	62.5	62.2	31.1	44.4	41.8	13.9	5.3
Super 88	34.9	33.8	11.2	11.5	4.5	21.5	13.7	12.3	6.0 FSM	56.9	56.0	62.6	62.2	31.1	44.2	41.6	13.9	5.3
Ninety-Eight	34.8	33.4	11.3	11.6	4.5	21.5	12.4	11.8	6.0 FSM	56.9	56.0	62.3	62.0	31.0	44.2	41.8	13.9	5.3
Pontiac Chieftain 57-27	35.8	35.8	13.6	12.1	5.1	17.5	12.6	11.5	6.1 FSM	56.7	56.4	61.9	63.1	31.8	43.4	42.0	14.1	4.4
Super Chief 57-27	35.8	35.8	13.5	12.1	5.1	17.7	12.7	11.7	6.2 FSM	56.7	56.4	61.9	63.1	31.8	43.4	41.8	14.1	4.4
Star Chief 57-28	35.8	35.8	13.5	12.1	5.1	17.7	11.5	11.4	6.2 FSM	56.7	56.4	61.9	63.1	31.8	43.4	41.8	14.1	4.4
STUDEBAKER-PACKARD CORP.																		
Packard Clipper 57L	36.0	35.0	13.0	12.0	6.0	20.8	17.5	14.5	7.3 ERS	55.3	54.4	59.5	59.0	32.0	44.0	41.0	13.8	5.5
Studebaker Champion 57G	36.5	35.5	13.5	12.0	5.1	18.5	18.0	14.5	6.5 ERS	55.5	54.5	59.5	59.0	27.8	42.5	39.0	15.5	5.5
Commander 57B, President 57H	36.5	35.5	13.5	12.0	5.4	20.0	17.5	14.5	7.3 ERS	55.5	54.5	59.5	59.0	27.8	42.5	39.0	15.5	5.5
Classic 57H	36.5	35.5	13.5	12.0	5.4	20.0	17.5	14.5	7.3 ERS	55.5	54.5	59.5	59.0	31.8	42.5	41.0	15.5	5.5
Golden Hawk 57H	35.6	34.0	10.8	12.5	4.3	20.0	17.0	14.5	6.5 FPC	56.0	53.0	59.5	58.0	26.6	43.8	36.0	13.8	5.5

ABBREVIATIONS

1—12.0 with outside rear tire mount.
2—21.0 with 6.70/15 tires.
3—12.0 with outside rear tire mount; 14.0 and 13.0 with outside rear tire mount when equipped with 6.70/15 tires.
4—13.0 with outside rear tire mount.
5—20.0 with 6.70/15 tires.
6—6.7 with 6.70/15 tires.
7—With wheel in neutral position.
8—Sedan De Ville, 34.9.
AB—Auxiliary bench type seat.
BS—Body sill.
E—Exhaust pipe.
ERS—Engine rear support cross member.
F—Frame.
FC—Frame center member.
FCM—Front cross member.
FPC—Body front pillar cross member.
FSM—Frame side member.
M—Muffler.
N—None.
NA—Not available.
RB—Rear bumper.

ENGINE DATA, OIL FILTER TYPE, PISTONS

PASSENGER CAR MAKE AND MODEL	ENGINE																PISTONS							
	Type	Valve Arrangement	Number of Cylinders, Bore and Stroke	Piston Disp.—Cu. In.	Compression Ratio (to 1)		Mounting Points		Taxable HP	Adv. Max. BHP at Engine RPM	Max. Torque (lb. ft. at RPM)	Recommended Idle Speed—RPM	Shipping Weight 5-6 Pass., 4 Dr. Sed.	Weight per Cu. In. #	Weight per Hp. #	Oil Filter Type	Description and Finish	Weight—Oz. (Piston Only)	Clearance			Ring Groove Depth			
					Standard	Optional	Front	Rear											Top Land	Top of Skirt	Bottom of Skirt	No. 1 Ring	No. 2 Ring	No. 3 Ring	No. 4 Ring
AMERICAN MOTORS CORP.																								
Hudson Hornet 3579B	V	IH	8-4x3 1/2	327.0	9.00	N	2	2	51.20	255-4700	345-2600	550[1]	3631	12.63	16.20	PF	Sa,Tp,Au	23.45	.0220	.0013	.0012	.1870	.1870	.1890	N
Metropolitan 561, 562	IL	IH	4-2 7/8x3 1/2	90.9	7.20	N	2	2	13.22	52-4500	77-2500	500	1825	25.58	44.71	PF	Sp,An	10.25	.0150	.0026	.0009	.1230	.1230	.1230	.1325
Nash Ambassador 5789	V	IH	8-4x3 1/2	327.0	9.00	N	2	2	51.20	255-4700	345-2600	550[1]	3639	12.66	16.23	PF	Sa,Tp,Au	23.45	.0220	.0013	.0012	.1870	.1870	.1890	N
Rambler 5710	IL	IH	6-3 1/8x4 1/4	195.6	8.25	N	2	2	23.44	125-4200[2]	175-1600[3]	550[4]	2911	17.44	27.29	PF	So,Tp,Ce	14.70	.0165	.0008	.0009	.1690	.1690	.1730	N
5720	V	IH	8-3 1/2x3 1/4	250.0	8.00	N	2	2	39.20	180-4800	240-2500	550[5]	3223	14.89	19.99	PF	Sa,Tp,Au	18.00	.0220	.0013	.0012	.1870	.1870	.1890	N
CHRYSLER CORP.																								
Chrysler Windsor C-75-1	V	IH	8-3 11/16x3 5/8	354.6	9.25	N	2	1	49.70	295-4600[6]	365-2400[7]	475	3985	12.70	15.77	FF	Sa,St,E,Tp	22.80	.0320		.0010	.2100	.2100	.2000	N
Saratoga C-75-2	V	IH	8-3 11/16x3 5/8	354.0	9.25	N	2	1	49.70	295-4600	390-2800	475	4165	13.18	15.81	FF	Sa,St,E,Tp	22.80	.0320		.0010	.2100	.2100	.2000	N
New Yorker C-76	V	IH	8-4x3 11/16	392.0	9.25	N	2	1	51.20	325-4600	430-2800	475	4315	12.28	14.82	FF	Sa,St,E,Tp	24.70	.0320		.0010	.2100	.2100	.2000	N
C-300, C-76-300	V	IH	8-4x3 11/16	392.0	9.25	10.00	2	1	51.20	375-5200	420-4000	650	4235	12.08	12.63	FF	Sa,St,E,Tp	24.70	.0320		.0010	.2100	.2100	.2000	N
De Soto Firesweep S-27	V	IH	8-3 11/16x3 1/2	325.0	8.50	N	2	1	42.20	245-4400[8]	320-2400[9]	475	3675	12.85	17.04	Sh	Sa,St,E,Tp	18.60	.0320	.0010		.1900	.1900		N
Firedome S-25	V	IH	8-3 11/16x3 1/2	341.0	9.25	N	2	1	45.70	270-4800	350-2400	475	3955	13.06	16.50	Sh	Sb,Hs,E,Tp	20.70	.0320	.0010		.1900	.1900		N
Fireflite S-26	V	IH	8-3 11/16x3 1/2	341.0	9.25	N	2	1	45.70	295-4600	375-2800	475	4025	13.27	15.34	Sh	Sb,Hs,E,Tp	20.70	.0320	.0010		.1900	.1900		N
Dodge Coronet D-72	IL	L	6-3 1/4x4 1/4	230.0	8.00	N	2	1	25.40	138-4000	208-1600	475	3470	17.26	28.77	BP	Us,E,Tp	15.80	.0300		.0007	.1700	.1700	.1700	.1700
Coronet D-66, Royal D-67-1, Sub. D-70, D-71	V	IH	8-3 11/16x3 1/2	325.0	8.50	N	2	1	43.30	245-4400[10]	320-2400[10]	475	3620	12.68	16.82	Sh	Sa,St,E,Tp	18.60	.0320	.0010		.1900	.1900	.1900	N
Custom Royal D-67-2	V	IH	8-3 11/16x3 1/2	325.0	8.50	N	2	1	43.30	260-4400[10]	335-2800[10]	475	3680	12.89	16.12	Sh	Sa,St,E,Tp	18.60	.0320	.0010		.1900	.1900	.1900	N
Imperial IM1-1, Crown, LeBaron	V	IH	8-4x3 11/16	392.0	9.25	N	2	1	51.20	325-4600	430-2800	475	4640	13.11	15.82	FF	Sa,St,E,Tp	24.70	.0320		.0010	.2100	.2100	.2000	N
Plymouth Plaza, Savoy, Belvedere P-30	IL	L	6-3 1/4x4 1/4	230.0	8.00	N	2	1	25.40	132-3800	205-1800	475	3260	16.35	28.48	BP	Us,E,Tp	15.80	.0300			.1700	.1700	.1700	.1700
Plaza P-31-1	V	IH	8-3 9/16x3 1/8	277.0	8.00	N	2	1	45.60	197-4400[11]	270-2400[11]	475	3405	14.10	19.82	Sh	Sb,Hs,E,Tp	19.20	.0320	.0010		.2100	.2100	.2100	N
Savoy P-31-2, Belvedere P-31-3	V	IH	8-3 11/16x3 1/4	301.0	8.50	N	2	1	48.90	215-4400[12]	285-2800[13]	475	3415	13.01	18.21	Sh	Sb,Hs,E,Tp	20.90	.0320	.0010		.2100	.2100	.2000	N
Fury P-31	V	IH	8-3 11/16x3 1/4	318.0	9.25	N	2	1	48.90	290-5400	325-4000	475	3595	12.88	12.60	Sh	Sb,Hs,E,Tp	21.00	.0320	.0010		.2100	.2100	.2000	N
FORD MOTOR CORP.																								
Continental 60A	V	IH	8-4x3 1/2	368.0	10.00	N	2	1	51.20	300-4800	415-3000	500	4800	14.40	17.67	FF	Au,Sa,Tp	23.42	.0141	.0013	.0012	.2121	.2121	.2171	N
Ford Cust., Cust. 300, Fairlane, Fairlane 500	IL	IH	6-3 5/8x3 1/2	223.0	8.80	N	2	1	31.54	144-4200	212-2400	500	3197	16.56	25.67	FF	Au,So,Cg,Fh,Tp	19.25	.0237	.0017	.0009	.2051	.2051	.2051	N
Custom, Custom 300	V	IH	8-3 5/8x3 1/2	272.0	8.80	N	2	1	42.05	190-4500[14]	270-2700[14]	500	3319	14.04	20.10	FF	Au,So,Cg,Fh,Tp	18.70	.0237	.0017	.0009	.2051	.2051	.2051	N
Fairlane, Fairlane 500	V	IH	8-3 5/8x3 1/2	292.0	9.10	N	2	1	45.00	208-4500[15]	297-2700[15]	500	3437	13.48	19.11	FF	Au,So,Cg,Fh,Tp	19.60	.0257	.0017	.0009	.2116	.2116	.2086	N
Thunderbird 40A, 40B	V	IH	8-3 5/8x3 1/2	292.0	9.10	N	2	1	45.00	212-4500[16]	297-2700[16]	500	3134	12.45	17.14	FF	Au,So,Cg,Fh,Tp	19.60	.0257	.0017	.0009	.2116	.2116	.2086	N
Lincoln Capri, Premiere	V	IH	8-4x3 1/2	368.0	10.00	N	2	1	51.20	300-4800	415-3000	500	4800	14.40	17.67	FF	Au,Sa,Tp	23.42	.0141	.0013	.0012	.2121	.2121	.2171	N
Mercury Monterey, Montclair	V	IH	8-3 11/16x3 7/8	312.0	9.70	N	2	1	46.21	255-4600	340-3000	500	3915	14.15	17.31	FF	Au,So,Cg,Fh,Tp	20.60	.0257	.0017	.0009	.2626	.2626	.1936	N
Turnpike	V	IH	8-4x3 1/2	368.0	9.70	N	2	1	51.20	290-4600	405-2800	500	4615	12.27	15.57	FF	Au,Sa,Fh,Tp	23.42	.0141	.0013	.0012	.2121	.2121	.2171	N
GENERAL MOTORS CORP.																								
Buick Special 40	V	IH	8-4 1/16x3 1/2	364.0	8.00	9.50[17]	2	1	54.45	250-4400	380-2400	485	4001	12.37	18.00	FF	Cg,Ts,Ds	22.16	.0040	.0011	.0026	.2150	.2215	.2265	N
Century 60, Super 50, Roadmaster 70	V	IH	8-4 1/16x3 1/2	364.0	10.00	N	2	1	54.45	300-4600	400-3200	485	4156	12.79	15.52	FF	Cg,Ts,Ds	22.16	.0040	.0011	.0026	.2150	.2215	.2265	N
Cadillac 60, 62, 75	V	IH	8-4x3 5/8	365.0	10.00	N	2	1	51.20	300-4800[18]	400-2800[18]	420[20]	4595	13.96	16.98	PF	T,Cg,Sc	22.72	.0295	.0015	N	.2080	.2080	.2080	N
Chevrolet One-Fifty, Two-Ton, Bel Air	IL	IH	6-3 7/8x3 1/2	235.5	8.00	N	2	2	30.40	140-4200	210-2400	475	3281	16.07	27.01	PF	St,Cg,Tp,Ce,Fh	18.40	.0355	.0008		.2015	.2015	.2015	N
One-Fifty, Two-Ten, Bel Air	V	IH	8-3 5/8x3	265.0	8.00	N	2	2	45.00	162-4400	257-2400	475	3272	14.23	23.26	FF	St,Fh,Se,Cg,Tc,Ce	21.44	.0390	.0008		.2151	.2151	.2076	N
One-Fifty, Two-Ten, Bel Air	V	IH	8-3 7/8x3	283.0	8.50	9.50[21]	2	2	48.00	185-4600[22]	275-2400[22]	475	3272	13.33	20.39	FF	St,Fh,Sa,Cg,Tc,Ce	20.96	.039C	.0008		.2186	.2186	.2126	N
Corvette 2934	V	IH	8-3 7/8x3	283.0	9.50	10.50[24]	2	2	48.00	220-4800[23]	300-3000[23]	475[25]	2730	11.41	14.68	FF	St	21.12	.0390	.0008		.2188	.2186	.2126	N
Oldsmobile 88, Super 88, Ninety-Eight	V	IH	8-4x3 1/4	370.7	9.50	N	1	2	51.00	277-4400	400-2800	450[26]	4000	12.14	16.25	FF	Au,Cg,Tp,Se	25.22	.0310	.0015	.0010	.2095	.2095	.1995	N
Pontiac Chieftain, Super Chief, Star Chief	V	IH	8-3 11/16x3 7/8	347.0	8.50	10.00[17]	1	2	49.60	227-4600[27]	333-2300[27]	460[28]	3580	11.70	17.89	FF	Cg,Sa,Sb,Tp	23.40	.0285	.0012	.0009	.2110	.2010	.1840	N
STUDEBAKER-PACKARD CORP.																								
Packard Clipper 57L	V	IH	8-3 1/2x3 5/8	269.0	7.50	7.00	2	129	40.60	275-4800	333-3200	550	3570	14.08	14.80	PF	Cg,Tp,Ch	16.22	.0195	SFF		.1938	.1938	.1938	N
Studebaker Champion 57G	IL	L	6-3x4 1/2	185.6	7.80	7.10	2	129	21.60	101-4000	152-1800	550	2785	17.70	32.52	PF	Cg,Tp,T	9.35	.0195	SFF		.1635	.1485	.1685	N
Commander 57B	V	IH	8-3 1/2x3 1/4	259.2	8.30	7.80	2	129	40.60	180-4500[30]	260-2800[31]	550	3105	13.91	20.03	PF	Cg,Tp	16.21	.0195	SFF		.1938	.1938	.1938	N
President, Classic 57H	V	IH	8-3 1/2x3 5/8	288.0	8.30	7.50[32]	2	129	40.60	210-4500[33]	300-2800[34]	550	3205	12.82	17.64	PF	Cg,Tp,Ch	16.22	.0195	SFF		.1938	.1938	.1938	N
Golden Hawk 57H	V	IH	8-3 1/2x3 5/8	288.0	7.50	7.00	2	129	40.60	275-4800	333-3200	550	3400	13.49	14.18	PF	Cg,Tp,Ch	16.22	.0195	SFF		.1938	.1938	.1938	N

ABBREVIATIONS

#—Shipping weight plus 500 lb. for passengers, oil, water and gasoline.

1—425 with auto. trans.; 475 with auto. trans. and operating air cond.

2—135-4500 with twin throat carburetor.

3—180-1800 with twin throat carburetor.

4—475 with auto. trans.; 500 with auto. trans. and operating air cond.

5—425 with auto. trans.; 450 with auto. trans. and operating air cond.

6—295-4600 with power pack.

7—390-2800 with power pack.

8—260-4400 with power pack.

9—335-2800 with power pack.

10—Optional D-500 engine available with 285-4800 horsepower and 345-2800 torque or 310-4800 horsepower and 350-3200 torque with spec. kit.

11—301 cu. in. engine optional in Plaza P-31-1 but, standard in P-31-1 Suburban.

12—235-4400 with power pack.

13—305-2800 with power pack.

14—Optional 312 cu. in. engine available with 245-4500 horsepower and 332-3200 torque.

15—212-4500 with auto. trans. (Footnote 16 also applies.)

16—Optional 312 cu. in. engine available with 245-4500 horsepower and 332-3200 torque or 270-4800 horsepower and 336-3400 torque with two four barrel carburetors.

17—With auto. trans.

18—Eldorado, 325-4800.

19—Eldorado, 400-3300.

20—In drive range.

21—With one or two four barrel carburetors or fuel injection; 10.50 with fuel injection and competition camshaft.

22—220-4800 horsepower and 300-3000 torque with four barrel carburetor. (Footnote 24 also applies.)

23—245-5000 horsepower and 300-3800 torque with two four barrel carburetors; 250-5000 and 305-3800 with fuel injection; 270-6000 and 285-4200 with four barrel carburetor and competition camshaft; 283-6200 and 290-4400 with fuel injection and competition camshaft.

24—With fuel injection and competition camshaft.

25—425 with auto. trans. (in drive).

26—460 with auto. trans.

27—252-4600 horsepower and 354-2400 with auto. trans.; 270-4800 and 359-2800 with four barrel carburetor.

28—500 with auto. trans.

29—Two with auto. trans.

30—195-4500 with four barrel carburetor.

31—265-3000 with four barrel carburetor.

32—Also 7.10.

33—225-4500 with four barrel carburetor.

34—305-3000 with four barrel carburetor.

An—Anodized. Au—Autothermic.
BP—By-pass.
Ce—Controlled expansion.
Cg—Cam ground. Ch—Concave head.
Co—Conformatic.
Ds—Divorced skirt.
E—Elliptically turned.
FF—Full flow. Fh—Flat head.
Hs—Horizontal slot.
IH—In head. IL—In line.
L—"L" head, valves at side.
N—No or none.
PF—Partial flow.
Sb—Steel band.
Sc—Stannate coated.
SFF—Selective feeler fit.
Sh—Shunt.
So—Solid skirt. Sp—Split skirt.
Ss—Slipper type skirt.
St—Steel strut.
T—"T" slot. Tp—Tin plated.
Ts—Transverse slot. Us—"U" slot.
V—"V" type engine.

FRAM Easy Change Oil Filter now original equipment on '57 cars!

Patent Pending

Selected by these major automobiles: Ford, Lincoln, Mercury, Continental, Thunderbird, Turnpike Cruiser, Packard, Studebaker President, Studebaker Golden Hawk!

That means a new filter market for you—and an easier, quicker one to service. The new FRAM Easy Change Oil Filter is complete in one unit! No connections, no adjustments, no tools required!

The FRAM Easy Change Oil Filter screws into place as easily as a light bulb. And it's safer, too. Its permanent built-in gasket insures a positive, leakproof seal; built-in relief valve insures adequate oil flow at all times. No drain-back; no messy oil spills—no need for bucket or dirty wiping rags. This trouble-free service means plenty of profit.

2 Easy Steps to Change New FRAM Easy Change Oil Filter

1. Unscrew dirty filter from base and discard. Special coating on body provides sure grip when removing or replacing.
2. Screw new FRAM Easy Change Oil Filter on base until gasket on filter contacts base. Tighten at least ½ turn more. No tools necessary.

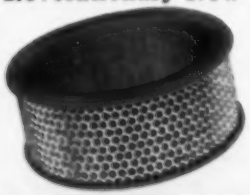
Conversion Kits Available For These Cars

Ford 6—1952—early 1957* • Lincoln 1952-1956 • Ford V-8—1954—early 1957* • Thunderbird 1954—early 1957* • Mercury 1954—early 1957* • Continental 1955—early 1957* plus all other vehicles equipped with base mounted FG6-PL Oil Filter.

**All other 1957 models* FRAM *original equipment.*

Fram Corporation, Providence 16, R. I.
Fram Canada Ltd., Stratford, Ont.

Revolutionary New FRAM "Filtronic" Carburetor Air Filter



Another FRAM created profit maker for you! Exclusive FRAM patented built-in gasket absolutely prevents by-passing of dirty air • individually engineered to factory specifications • 99.+% filtering efficiency, initially and throughout long life • easy cartridge replacement • huge new market.

See the FRAM *Filtronic Carburetor Air Filter advertisement elsewhere in this issue for further details.*

FRAM
OIL • AIR • FUEL • WATER
FILTERS

PISTON RINGS, PISTON PINS, AND CONNECTING RODS

PASSENGER CAR MAKE AND MODEL	Bore	PISTON RINGS															PISTON PIN									CONNECTING RODS					
		Type—Oil or Compression				No. Rings Above Piston	Compression					Oil					Location of Expanders				Type			Clearance								
		No. 1	No. 2	No. 3	No. 4		Material	Coating	Width	Gap	Maximum Wall Thickness	Material	Coating	Width	Gap	Maximum Wall Thickness		Material	Length	Diameter	Locked in	Bushing: Location	Bushing: Material	In Piston	In Rod	Direction Offset in Piston	Material	Weight (oz.)	Length (center to center)	Bearing: Material	Bearing: Effective Length	Bearing: Clearance	Bearing: End Play
AMERICAN MOTORS CORP.																																
Hudson 8-35780	4	C	C	O	N	3	Al	Ch[1]	.0778	.015	.175	SS	Ch	.0245	.035	.156	OR	1016	3.1870	.9307	R	N	...	PPF	PF	MT	1145	27.60	6.3750	Bab	.8670	.0018	.008
Metropolitan 4-561, 562	$2^{7}/_{8}$	C	C	C	O	4	CI	OG	.0776	.011	.118	CI	OG	.1557	.011	.118	N	NAS	2.5730	.6870	R	N	...	.0003	N	N	FS	24.80	6.5000	Bab	1.0000	.0013	.010
Nash 8-5780	4	C	C	O	N	3	Al	Ch[1]	.0778	.015	.175	SS	Ch	.0245	.035	.156	OR	1016	3.1870	.9307	R	N	...	PPF	PF	MT	1145	27.60	6.3750	Bab	.8670	.0018	.008
Rambler 6-5710	$3^{1}/_{2}$	C	C	O	N	3	Al	Ch[2]	.0833[3]	.015	.151	SS	Ch	.0245	.035	.138	OR	1016	2.7500	.8597	R	N	...	PPF	PF	MT	1145	23.00	6.6250	Bab	.9600	.0013	.010
..... 8-5720	$3^{1}/_{2}$	C	C	O	N	3	Al	Ch[1]	.0777	.015	.175	SS	Ch	.0245	.035	.156	OR	1016	3.1870	.9307	R	N	...	PPF	PF	MT	1145	27.60	6.3750	Bab	.8670	.0018	.008
CHRYSLER CORP.																																
Chrysler 8-C-75	$3^{13}/_{16}$	C	C	O	N	3	PRI	T	.0780	.015	.200	PRI	N	.1860	.015	.150	OR	HMS	3.1500	.9840	F	R	BrS	.0003	.0003	Ri	HMFS	25.20	6.6200	Bab	.8800	.0010	.010
..... 8-C-76	4	C	C	O	N	3	PRI	T	.0780	.019	.200	PRI	N	.1860	.015	.150	OR	HMS	3.1500	.9840	F	R	BrS	.0003	.0003	Ri	HMFS	25.60	6.9500	Bab	.8400	.0010	.010
..... 8-C-76-300	4	C	C	O	N	3	PRI	Ch[4]	.0780	.019	.200	PRI	N	.1860	.019	.160	OR	HMS	3.1500	.9840	F	R	BrS	.0003	.0003	Ri	HMFS	25.60	6.9500	Cls	.8400	.0010	.010
De Soto 8-S-27	$3^{13}/_{16}$	C	C	O	N	3	PRI	T	.0780	.015	.180	PRI	N	.1860	.015[5]	.140	OR	HMS	3.0700	.9220	F	R	BrS	.0003	.0003	Ri	HMFS	22.50	6.6200	Bab	.7800	.0010	.013
..... 8-S-25, S-26	$3^{13}/_{16}$	C	C	O	N	3	PRI	T	.0780	.015	.190	PRI	N	.1860	.015	.150	OR	HMS	3.0700	.9220	F	R	BrS	.0003	.0003	Ri	HMFS	23.80	6.6200	Bab	.8100	.0010	.013
Dodge 6-D-72	$3^{1}/_{4}$	C	C	O	O	4	PRI	Ch[4]	.0830	.015	.160	PRI	N	.1550	.015	.150	N	HMS	2.7500	.8590	F	R	BrS	.0003	.0002	N	HMFS	27.90	7.8100	Bab	.9300	.0010	.009
..... 8-D-66, D-67, D-70, D-71	$3^{13}/_{16}$	C	C	O	N	3	PRI	T	.0780	.015	.180	PRI	N	.1860	.015[5]	.140	OR	HMS	3.0700	.9220	F	R	BrS	.0003	.0003	Ri	HMFS	22.50	6.6200	Bab	.7800	.0010	.013
Imperial 8-1M1	4	C	C	O	N	3	PRI	T	.0780	.019	.200	PRI	N	.1860	.019	.160	OR	HMS	3.1500	.9840	F	R	BrS	.0003	.0003	Ri	HMFS	25.60	6.9500	Bab	.8400	.0010	.010
Plymouth 8-P-30	$3^{1}/_{4}$	C	C	O	O	4	PRI	Ch[4]	.0830	.015	.160	PRI	N	.1550	.015	.150	N	HMS	2.7500	.8590	F	R	BrS	.0003	.0002	N	HMFS	27.90	7.8100	Bab	.9300	.0010	.009
..... 8-P-31-1	$3^{13}/_{16}$	C	C	O	N	3	PRI	T	.0780	.015	.180	PRI	N	.1860	.015	.140	OR	HMS	3.0000	.9840	F	R	BrS	.0003	.0003	Ri	HMFS	25.30	6.1200	Bab	.8100	.0015	.010
..... 8-P-31-2, P-31-3, P-31 Fury	$3^{13}/_{16}$	C	C	O	N	3	PRI	T	.0780	.015	.190	PRI	N	.1860	.015	.150	OR	HMS	3.0000	.9840	F	R	BrS	.0003	.0003	Ri	HMFS	24.00	6.1200	Bab	.8100	.0010	.010
FORD MOTOR CO.																																
Continental 8-60A	4	C	C	O	N	3	CI	Ch[6]	.0778[3]	.018	.187	St	Ch	.1879	.035	.171	OR	ASH	3.1690	.9122	F	R	Br	.0002	.0002	Ri	FS	28.36	7.0650	Cls	.7890	.0016	.010
Ford 6-57A, B58A, B73A, B	$3^{5}/_{8}$	C	C	O	N	3	ACI[7]	Ch[8]	.0833[9]	.015	.181	St	Ch	.1850	.035	.171	OR	ASH	3.0230	.9122	F	R	Br	.0002	.0002	Ri	FS	29.63	6.2600	Bab	1.0040	.0013	.006
..... 8-73A, B	$3^{5}/_{8}$	C	C	O	N	3	ACI[7]	Ch[8]	.0833[9]	.015	.181	St	Ch	.1850	.035	.171	OR	ASH	3.0230	.9122	F	R	Br	.0002	.0002	Ri	FS	24.05	6.3220	Cls	.7260	.0014	.011
8-40A, B57A, B58A, B73A, B	$3^{3}/_{4}$	C	C	O	N	3	ACI[7]	Ch[8]	.0778	.015	.167	St	Ch	.1850	.035	.171	OR	ASH	3.0250	.9122	F	R	Br	.0002	.0002	Ri	FS	24.05	6.3220	Cls	.7260	.0014	.011
Lincoln 8-57A, B58A, B60A, B76B	4	C	C	O	N	3	CI	Ch[6]	.0778[3]	.018	.187	St	Ch	.1879	.035	.171	OR	ASH	3.1690	.9122	F	R	Br	.0002	.0002	Ri	FS	28.36	7.0650	Cls	.7890	.0016	.010
Mercury 8-57A, B58A, B	$3^{11}/_{16}$	C	C	O	N	3	CI	Ch[6]	.0777[10]	.017	.178	St	Ch	.1879	.....	.156	OR	ASH	3.0250	.9122	F	R	Br	.0002	.0002	Ri	FS	22.83	6.2520	Cls	.7260	.0016	.011
..... 8-75A	4	C	C	O	N	3	CI	Ch[6]	.0777[3]	.018	.187	St	Ch	.1879	.....	.171	OR	ASH	3.1690	.9122	F	R	Br	.0002	.0002	Ri	FS	28.36	7.0650	Cls	.7890	.0016	.010
GENERAL MOTORS CORP.																																
Buick 8-40, 50, 60, 70	$4^{1}/_{8}$	C	C	O	N	3	CI	Lub	.0775	.020	.206	St	N	.1830	.025	.135	OR	1118	3.5000	.9996	R	N	...	.0004	.0011	N	1141	23.20	6.1000	Als	.7810	.0013	.008
Cadillac 8-60, 62, 75	4	C	C	O	N	3	CI	Ch[2]	.0781	.018	.200	CI	N	.1875	.018	.150	OR	1045	3.0930	1.0000	R	N	...	.0001	PF	MT	1041	23.49	6.6250	Dur	.8175	.0013	.009
Chevrolet 6-1500, 2100, 2400	$3^{7}/_{8}$	C	C	O	N	3	ACI	WR	.0833	.012	.178	St	Ch	.1845	.035	.153	OR	CS	3.1830	.8663	R	N	...	.0002	N	MT	DFS	28.03	6.8125	Bab	1.0080	.0017	.008
8-1500, 2100, 2400	$3^{3}/_{4}$	C	C	O	N	3	ACI	Ch[11]	.0778	.014	.187	St	Ch	.1845	.035	.168	OR	HAS	3.0000	.9272	R	N	...	.0002	N	MT	DFS	18.88	5.7000	Bab	.8170	.0017	.011
8-1500, 2100, 2400	$3^{7}/_{8}$	C	C	O	N	3	ACI	Ch[11]	.0778	.015	.194	St	Ch	.1845	.035	.168	OR	HAS	3.0000	.9272	R	N	...	.0002	N	MT	DFS	18.88	5.7000	Bab	.8170	.0017	.011
8-2934	$3^{7}/_{8}$	C	C	O	N	3	ACI	Ch[11]	.0778	.015	.194	St	Ch	.1845	.035	.168	OR	CS	3.0000	.9272	R	N	...	.0002	N	MT	FS	19.02	5.7060	Als	.8170	.0017	.011
Oldsmobile 88, Super 88, 98	4	C	C	O	N	3	CI	Ch[2]	.0778[3]	.018	.187	St	BO	.2258	.035	.175	OR	1117	3.1260	.9805	F	R	Br	.0001	.0004	Ri	1139	29.53	6.6250	Als	.8260	.0020	.007
Pontiac 8-57-27, 57-28	$3^{11}/_{16}$	C	C	O	N	3	CI	Ch[2]	.0780	.015[12]	.182[13]	St	Ch	.1845	.035	.171	OR	1117	3.1260	.9805	F	R	LB	.0002	.0004	Ri	1139	29.34	6.6250	Dsb	.8800	.0019	.009
STUDEBAKER-PACKARD CORP.																																
Packard 8-57L	$3^{7}/_{8}$	C	C	O	N	3	CI	Gr	.0781	.012	.178	CI	Gr	.1875	.012	.141	OR	5120	3.0625	.8750	R	N	...	.0002	N	N	1141	23.71	6.6250	Tsb	.8015	.8125	.011
Studebaker 8-57G	3	C	C	O	N	3	CI	Fer	.0838[14]	.012	.150[15]	CI	NB	.1563	.011	.135	OR	8620	2.6250	.7500	R	N	...	.0002	N	N	1041	19.04	6.3750	Bsb	.6750	.0015	.007
..... 8-57B, 57H	$3^{7}/_{8}$	C	C	O	N	3	CI	Gr	.0781	.012	.178	CI	Gr	.1875	.012	.141	OR	5120	3.0625	.8750	R	N	...	.0002	N	N	1141	23.71	6.6250	Bab	.8015	.8125	.010

ABBREVIATIONS

1—Upper only; lower, ferrox.
2—Upper only; lower, lubrite.
3—Upper only; lower, .0930.
4—Upper only; lower, tin.
5—Muskegon ring, .012.
6—Upper only; lower, phosphate.
7—Upper only; lower, cast iron.
8—Upper only; lower, oxide.
9—Upper only; lower, .0940.
10—Upper only; lower, .0935.
11—Upper only; lower, wear resistant.
12—Upper only; lower, .014.
13—Upper only; lower, .197.
14—Upper only; lower, .1250.
15—Upper only; lower, .135.

ACI—Alloy cast iron.
Al—Alloy iron.
Als—Aluminum, steel backed.
ASH—Alloy steel, heat treated.
BO—Black oxide.
Br—Bronze.
BrS—Bronze on steel.
Bsb—Babbitt, steel backed.
C—Compression.
Ch—Chromium.
CI—Cast iron.
Cls—Copper lead alloy, steel backed.
CS—Chrome steel.
DFS—Drop forged steel.
Dsb—Durex, steel backed.
Dur—Durex.
F—Floating.
Fer—Ferrox.
FS—Forged steel.
Gr—Granoseal.
HAS—High alloy steel.
HMFS—High manganese forging steel.
HMS—High manganese steel.
LB—Lead bronze.
Lub—Lubrite.
MT—Toward maximum thrust side.
N—No or none.
NAS—Nickel alloy steel.
NB—None or blued.
O—Oil.
OG—Oxidized or Granodized.
OR—Oil ring.
PF—Press fit.
PPF—Palm press fit.
PRI—Piston ring iron.
R—Connecting rod.
Ri—Right.
SS—Spring steel.
St—Steel.
T—Tin.
Tsb—Tri-metal, steel backed.
WR—Wear resistant.

(Advertisement)

What You Need in Piston Rings for 1957 Engines

The new large-bore short-stroke V-8 engines impose new demands on piston rings. As the bore-stroke ratio becomes larger, the circumferential seal around the piston per unit volume of displacement is increased. This adds a heavier burden on sealing of compression gases and on oil control.

These engines operate under very high compression ratios which impose exceptionally high combustion loads on the compression rings during acceleration and maximum power operation.

To meet these demands, very narrow compression rings (5/64") are employed, which are both taper-faced and twisted, and in practically all cases the top ring is chrome-plated and pre-lapped to assure immediate seating.

Due to the high compression ratios, these engines will decelerate at very high manifold vacuums, requiring specially designed multi-piece oil rings with the side sealing feature to prevent drawing up of lube oil during engine idle, part throttle, and deceleration.

High bore-stroke ratio, high horsepower, high compression ratios, and high manifold vacuum in 1957 model engines have placed greater requirements than ever before on the piston rings.

Important Procedures on Which to Check Yourself When Re-ringing Modern Engines

Measure each cylinder for size at smallest diameter, and for taper and out-of-round. The major factors governing the ability of piston rings to control oil consumption and blowby are the roundness, straightness and finish of the bore.

A general guide is that Pedrick "A" Sets may be used with complete assurance where taper does not exceed .015 and out-of-round .001. For every .0005 increase in out-of-round, maximum taper should be decreased by .003. Oversize rings should never be used unless the cylinder has been rebored.

Clean pistons thoroughly. Check for wear, skirt-collapse and other defects. Check top grooves carefully for excessive wear or bell-mouthing. Align connecting rods. Check piston-pin fit.

If cylinders have been honed or deglazed, be sure to wash cylinders thoroughly with *hot water, soap and brush*, to remove all traces of abrasive grit from the pores of the cylinder walls. Gasoline, kerosene or any petroleum-base cleaner will not dislodge the grit.

Check valve-guides, camshaft and valve train for excessive wear. Check vacuum-pump for leakage at seals or diaphragm. Be sure carburetor is properly adjusted. Check automatic-transmission heat exchanger for clogging. Keep water out of cylinders by checking head surfaces and using new gaskets.

Remove all sludge and dirt from crankcase and pan and from all parts before re-assembling engine. Dirt can ruin the finest job, so clean every part, every oil hole, every bearing back, every crevice and opening where dirt might lodge. Remember: A job is not a *good* job unless it is a *clean* job.

***Repair Shop Operators:* For detailed instructions and explanations on these and other engine overhaul procedures that make for an expert job, write for a copy of the Pedrick Engine Repair Manual.**

Next two pages tell you why you get everything you need in Piston Rings by using

PEDRICK FORMFLEX CHROME PISTON RING SETS

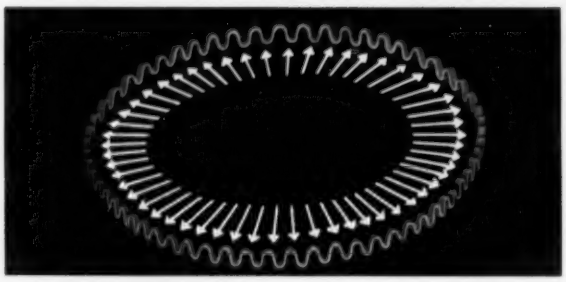
Here Are the Modern Rings Which Meet ALL Your Needs for Modern, High-Speed, High-Compression Engines!

FORMFLEX CHROME RING SETS

Only Pedrick Formflex Chrome Ring Sets provide the exclusive "Equalizer." The "Equalizer" makes possible a truly *all-purpose* piston-ring installation, one that will outlast and out-perform in *any* engine, whether slightly worn, badly worn, rebored or resleeved.

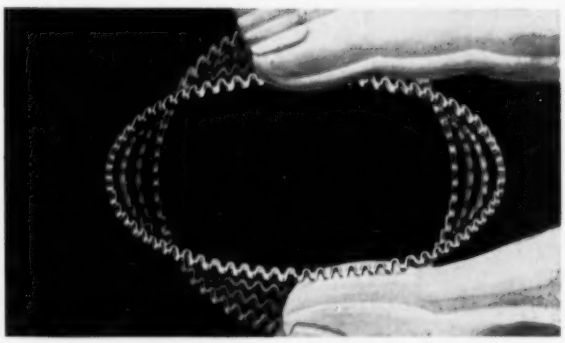
EQUAL PRESSURE EVERYWHERE

The "Equalizer" is a revolutionary development in expander design, operation, performance and life. It is completely different, for it contacts the ring rails *all the way around,* not just at 7 or 8 humps. Because of the "Equalizer," Pedrick FORMFLEX delivers the softest, most uniform and most positive tension at every point.



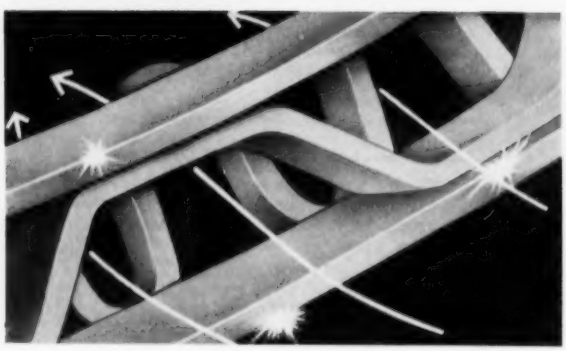
UTMOST CONFORMABILITY

Since the "Equalizer" presses against the ring continuously around the entire inside diameter with uniform pressure, the ring rails can be made radially thinner and more flexible, and thus more conformable than is possible with rings using hump-type expanders . . . up to 5 times greater conformability by engineering test.



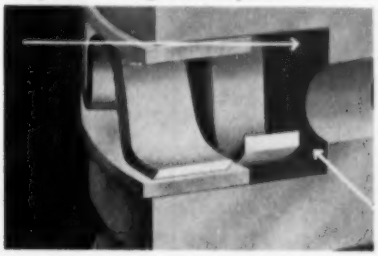
GREATER OIL DRAINAGE

The "Equalizer" and the spacer are completely and uniformly "open." They provide more than 2 to 3 times greater area than any other ring for faster drainage of excess oil, and any chance of plugging is eliminated.



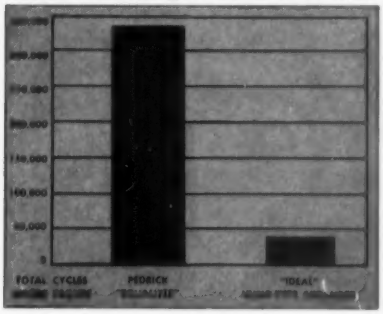
GROOVE-DEPTH FREEDOM

Unlike hump-type expanders, the Pedrick "Equalizer" does not rely on pressure against the bottom of the piston groove for its tension. It is completely independent of groove depth.



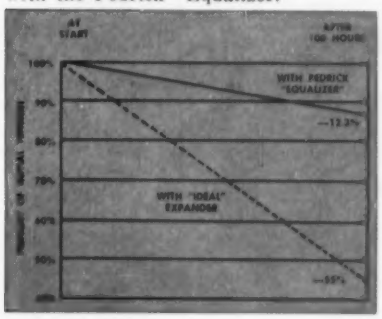
ENDURANCE

An engineering test shows that a Pedrick "Equalizer" can be deflected through a .060" change in diameter 15.8 times as often as a hump-type expander before metal fatigue causes it to fail!



HEAT RESISTANCE

An engineering test shows that the percentage *loss* of initial tension after 100 hours at 450 deg. F. is almost 5 times greater with hump-type expanders than with the Pedrick "Equalizer."

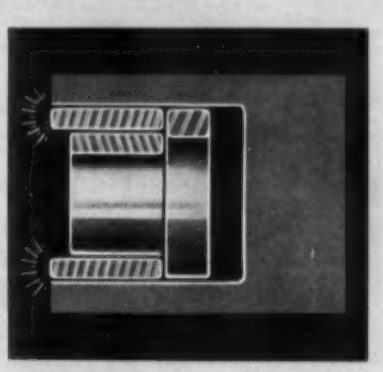


CHROME

Both steel rails are faced with *solid* CHROME. Wear is reduced on pistons, rings and cylinder walls. Effective life is increased 2 to 4 times because of extremely high resistance of chrome to friction, heat, abrasion and corrosion.

ENGINEERED SETS

Pedrick's complete and expert engineering of each Set into a perfect combination of ring types for each engine, plus the only oil ring that has the "Equalizer," makes an installation of outstanding ability in correcting troubles due to piston rings.



Depend on Pedrick for the right ring job

PEDRICK FORMFLEX CHROME SETS FOR 1957 AUTOMOBILES

1957 Makes and Models	SET No.	LIST PRICE*	1957 Makes and Models	SET No.	LIST PRICE*
Buick 8-40, 50, 60, 70	A104	$28.60	Hudson 8, 35780	A457	$28.60
Cadillac 8-60, 62, 75	A457	28.60	Hudson 8, 5720	A470	28.60
Chevrolet 6 (3 9/16")	A8	19.50	Imperial 8, 1M1	A457	28.60
Chevrolet 8 (3¾")	A451	23.50	Lincoln	A463	28.60
Chevrolet 8 (3⅞")	A486	26.45	Mercury 57A, B; 58A, B	A462	24.45
Chrysler C-75	A58	28.70	Mercury 75A	A463	28.60
Chrysler C-76	A457	28.60	Metropolitan 4-561, 562	A2841	15.40
Continental 8, 60A	A463	28.60	Nash 8-5780	A457	28.60
De Soto 8, S-25, 26	A59	28.70	Oldsmobile 88, 98	A463	28.60
De Soto 8, S-27	A484	28.70	Packard 57L	A453	28.60
Dodge 8, D-66, 67, 70, 71	A484	28.70	Plymouth 6, P-30	A34	23.45
Dodge 6, D-72	A34	23.45	Plymouth 8, P-31-1	A37	23.45
Dodge 8, D-500	A484	28.70	Plymouth 8, P-31-2-3, Fury	A485	27.85
Ford 6	A446	18.95	Pontiac	A69	31.50
Ford 8, Custom	A448	23.50	Rambler 6-5710	A487	21.45
Ford 8, Fairlane, Thunderbird (292 cu. in.)	A452	23.50	Studebaker 6, 576	A111	21.80
Ford 8, Power Option, Thunderbird (312 cu. in)	A462	24.45	Studebaker 8, 57B, 57H	A453	28.60

*Effective 8-20-56. Subject to change without notice.

GET IT FROM YOUR JOBBER

Pedrick

FORMFLEX CHROME PISTON RING SETS

Write for Form 55A, Complete Listing of Pedrick Ring Sets for ALL Vehicles and Engines.

WILKENING MANUFACTURING CO., Philadelphia 42, Pa.

CRANKSHAFTS, CAMSHAFTS

PASSENGER CAR MAKE AND MODEL	CRANKSHAFT													CAMSHAFT								
						Main Bearing									Bearings		Type of Drive			Timing Chain		
								Journal Diameter and Bearing Effective Length														
	Material	Weight (lb.)	Vibration Dampener Type	End Thrust Taken Up by Bearing	Crankshaft End Play	Material	Clearance	No. 1	No. 2	No. 3	No. 4	No. 5	Connecting Rod Crankpin Journal Diameter	Material	Material	Number	Gear or Chain	Crankshaft Gear or Sprocket Material	Camshaft Gear or Sprocket Material	Make	No. of Links	Width	Pitch
AMERICAN MOTORS CORP.																						
Hudson 8-35780	DFS	62.00	RF	1	.0050	Bab	.0019	2.4987x .9560	2.4987x .9500	2.4987x .9500	2.4987x .9500	2.4987x .9500	2.2487	SCIA	Bab	5	Ch	1117	110	Mor	62	.8750	.375
Metropolitan 4-561, 562	FS	26.00	N	2	.0025	Bab	.0013	2.0008x1.3750	2.0008x1.3750	2.0008x1.3750	None	None	1.8762	FS	Bab	3	Ch	SCI	SCI	Ren	52	.9000	.375
Nash 8-5780	DFS	62.80	RF	1	.0050	Bab	.0019	2.4987x .9560	2.4987x .9500	2.4987x .9500	2.4987x .9500	2.4987x .9500	2.2487	SCIA	Bab	5	Ch	1117	110	Mor	62	.8750	.375
Rambler 8-5710	DFS	65.50	RF	1	.0050	Bab	.0012	2.4795x1.1250	2.4795x1.1250	2.4795x1.1250	2.4795x1.1250	None	2.0852	SCIA	Bab	4	Ch	1117	110	Mor	60	1.0000	.375
8-5720	DFS	62.80	RF	1	.0050	Bab	.0019	2.4987x .9560	2.4987x .9500	2.4987x .9500	2.4987x .9500	None	2.2487	SCIA	Bab	5	Ch	1117	110	Mor	62	.8750	.375
CHRYSLER CORP.																						
Chrysler 8-C-75	DFS	NA	RD	3	.0045	Bab	.0010	2.5000x .7600	2.5000x .7600	2.5000x .7600	2.5000x .7600	2.5000x1.2500	2.2500	SCI	Bab	5	Ch	HMS	CI	Mor	68	1.1200	.375
8-C-76	DFS	NA	RD	3	.0045	Bab	.0010	2.6900x .7700	2.6900x .7700	2.6900x .7700	2.6900x .8100	2.6900x .7700	2.3700	SCI	Bab	5	Ch	HMS	CI	Mor	68	1.1200	.375
8-C-76-300	DFHS	NA	RD	3	.0045	Bcs	.0010	2.6900x .7700	2.6900x .7700	2.6900x .8100	2.6900x .7700	2.6900x1.2000	2.3700	SCI	Bab	5	Ch	HMS	CI	Mor	68	1.1200	.375
De Soto 8-S-27	DFS	NA	N	3	.0045	Bab	.0010	2.5000x .7300	2.5000x .7300	2.5000x .7200	2.5000x .7300	2.5000x1.1900	2.2500	SCI	Bab	5	Ch	HMS	CI	Mor	68	1.1200	.375
8-S-25, S-26	DFS	NA	RD	3	.0045	Bab	.0010	2.5000x .7300	2.5000x .7300	2.5000x .7200	2.5000x .7300	2.5000x1.1900	2.2500	SCI	Bab	5	Ch	HMS	CI	Mor	68	1.1200	.375
Dodge 6-D-72	DFS	NA	RD	4	.0050	Bab	.0010	2.5000x1.0900	2.5000x .8900	2.5000x .8900	2.5000x1.4300	None	2.0600	SCI	Bab[1]	4	Ch	HMS	CI	Mor	48	1.0200	.500
8-D-66, D-67, D-70, D-71	DFS	NA	N	3	.0045	Bab	.0010	2.5000x .7300	2.5000x .7300	2.5000x .7200	2.5000x .7300	2.5000x1.1900	2.2500	SCI	Bab	5	Ch	HMS	CI	Mor	68	1.1200	.375
Imperial 8-1M1	DFS	NA	RD	3	.0045	Bab	.0010	2.6900x .7700	2.6900x .7700	2.6900x .8100	2.6900x .7700	2.6900x1.2000	2.3700	SCI	Bab	5	Ch	HMS	CI	Mor	68	1.1200	.375
Plymouth 6-P-30	DFS	NA	RD[2]	4	.0050	Bab	.0010	2.5000x1.0900	2.5000x .8900	2.5000x .8900	2.5000x1.4300	None	2.0600	HCI	Bab[1]	4	Ch	HMS	CI	Mor	48	1.0200	.500
8-P-31	DFS	NA	N	3	.0045	Bab	.0010	2.5000x .7500	2.5000x .7500	2.5000x .7800	2.5000x .7500	2.5000x1.1900	2.1200	HCI	Bab	5	Ch	HMS	CI	Mor	68	1.0200	.380
8-P-31 Fury	DFS	NA	RD	3	.0045	Bab	.0010	2.5000x .7500	2.5000x .7500	2.5000x .7800	2.5000x .7500	2.5000x1.1900	2.1200	HCI	Bab	5	Ch	HMS	CI	Mor	68	1.0200	.380
FORD MOTOR CO.																						
Continental 8-60A	AI	56.70	RFI	3	.0060	Cls	.0017	2.6239x .6930	2.6239x .6930	2.6239x .5870	2.6239x .6930	2.6239x .6930	2.2486	SAI	Bab	5	Ch	St	CI		50	1.2320	.500
Ford 8-57A, 57B, 58A, 58B, 73A, 73B	PNI	69.30	RFI	3	.0060	Bab	.0017	2.4984x .9230	2.4984x .9230	2.4984x .9270	2.4984x .9230	None	2.2984	SAI	Bab	4	Ch	St	CI	NA	56	1.0000	.375
8-73A, 73B	PNI	50.18	RFI	3	.0040	Bab	.0017	2.4984x .7280	2.4984x .7280	2.4984x .6920	2.4984x .7280	2.4984x .7280	2.1834	SAI	Bab	5	Ch	St	CI	NA	56	1.0000	.375
8-40A, 40B, 57A, 57B, 58A, 58B	PNI	50.18	RFI	3	.0040	Cls	.0017	2.4984x .7280	2.4984x .7280	2.4984x .6620	2.4984x .7280	2.4984x .7280	2.1884	SAI	Bab	5	Ch	St	CI	NA	56	1.0000	.375
Lincoln 8-57A, 57B, 58A, 58B, 60A, 60B, 76B	AI	56.70	RFI	3	.0060	Cls	.0017	2.6239x .6930	2.6239x .6930	2.6239x .5870	2.6239x .6930	2.6239x .6930	2.2486	SAI	Bab	5	Ch	St	CI	NA	50	1.2320	.500
Mercury 8-57A, 57B, 58A, 58B	ACI	55.60	RFI	3	.0060	Cls	.0017	2.6239x .6930	2.6239x .6930	2.6239x .6650	2.6239x .6930	2.6239x .6930	2.1884	ACI	Bab	5	Ch	St	CI	NA	56	1.0000	.375
8-75A	ACI	56.70	RFI	3	.0060	Cls	.0017	2.6239x .6930	2.6239x .6930	2.6239x .5670	2.6239x .6930	2.6239x .6930	2.2486	ACI	Bab	5	Ch	St	CI	NA	50	1.2320	.500
GENERAL MOTORS CORP.																						
Buick 8-40, 50, 60, 70	1145	59.00	RA	5	.0060	Dsb	.0015	2.4985x .8040	2.4985x .8040	2.4985x .8040	2.4985x .8040	2.4985x1.1050	2.2495	ACI	Bab	5	Ch	1140	CI	LB	52	.6860	.500
Cadillac 8-60, 62, 75	1145	71.00	RA	5	.0030	Dsb	.0016	2.6250x .9070	2.6250x .9070	2.6250x .9070	2.6250x .9070	2.6250x1.6220	2.2500	CI	Bab	5	Ch	1118	1115	LB	46	.6875	.500
Chevrolet 6-1500, 2100, 2400	FS	80.00	RFI	3	.0065	Bsb	.0016[3]	2.6840x1.0630	2.7150x .9070	2.7460x .9820	2.7770x1.1890	None	2.3115	ACI	Bab	4	G	St	Bfc	N			
8-1500, 2100, 2400	FS	48.00	RFI	5	.0040	Asb[4]	.0021	2.2983x .7820	2.2983x .7820	2.2983x .7620	2.2983x .7620	2.2983x1.1690	1.9995	ACI	Bab	5	Ch	St	ACI	LB	46	.8750	.50
8-2934	FS	48.00	RM	5	.0040	Asb[5]	.0021	2.2983x .7820	2.2983x .7620	2.2983x .7620	2.2983x .7620	2.2983x1.1690	1.9995	ACI	Bab	5	Ch	St	ACI	LB	46	.8750	.500
Oldsmobile 8-88, Super 88, 98	1145	64.25	RA	5	.0060	Asb[5]	.0013[6]	2.7500x .8180	2.7500x .8180	2.7500x .8180	2.7500x .8180	2.7500x1.1950	2.2500	ACI	Bab	5	Ch	1140	CI	LB	48	.8438	.500
Pontiac 8-57-27, 57-28	PMI	64.50	HB	4	.0060	Dsb	.0015[7]	2.6200x .9400	2.6200x .9400	2.6200x .9400	2.6200x .9100	2.6200x1.5800	2.2500	ACIH	Bab	5	Ch	CHS	ACH	Mor	60	1.0000	.375
STUDEBAKER-PACKARD CORP.																						
Packard 8-57L	1046	57.00	RM	1	.0045	Bab	.0017	2.5000x1.0000	2.5000x .8750	2.5000x .8750	2.5000x .8750	2.5000x1.5156	2.0000	ACI	Bab	5	G	CI	Bfc	N			
Studebaker 6-57G	1046	67.00	RM	1	.0045	Bab	.0014	3.0625x1.0313	3.0625x1.0934	3.0625x1.0934	3.0625x1.5000	None	1.8125	ACI	Bab	4	G	CI	Bfc	N			
8-57B	1046	54.00	RM	1	.0045	Bab	.0017	2.5000x1.0000	2.5000x .8750	2.5000x .8750	2.5000x .8750	2.5000x1.5156	2.0000	ACI	Bab	5	G	CI	Bfc	N			
8-57H	1046	57.00	RM	1	.0045	Bab	.0017	2.5000x1.0000	2.5000x .8750	2.5000x .8750	2.5000x .8750	2.5000x1.5156	2.0000	ACI	Bab	5	G	CI	Bfc	N			

ABBREVIATIONS

1—No. 4 bearing is cast iron.

2—None on P-30-1 Plaza.

3—No. 1 and 2 only; No. 3 and 4, .0018.

4—Steel backed aluminum alloy matrix with thin lead tin copper overlay on all bearings except rear main when equipped with two four barrel carburetors or fuel injection.

5—Rear main; babbitt, steel backed.

6—No. 1 only; No. 2, 3 and 4, .0018; No. 5, .0028.

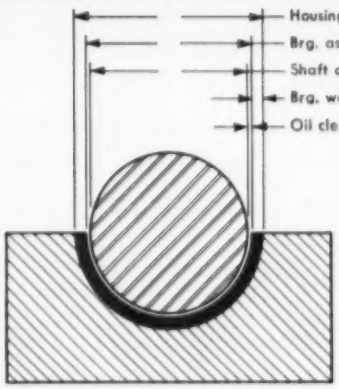
7—No. 1 only; No. 2, 3, 4 and 5, .0018.

ACH—Alloy cast iron, cyanide hardened.
ACI—Alloy cast iron.
ACIH—Alloy cast iron, hardened.
AI—Alloy iron.
Asb—Aluminum, steel backed.
Bcs—Babbitt on copper lead alloy on steel back.
Bfc—Bakelite and fabric composition with steel hub.
Bsb—Babbitt, steel backed.
Ch—Chain.
CHS—Carburized and hardened steel.
CI—Cast iron.
Cls—Copper lead, steel backed.
DFHS—Drop forged hardened steel.
DFS—Drop forged steel.
Dsb—Durex, steel backed.
FS—Forged steel.
G—Gear.
HB—Harmonic balancer.
HCI—Hardened cast iron.
HMS—High manganese steel.
LB—Link-Belt.
Mor—Morse.
N—No or none.
NA—Not available.
PMI—Cast pearlitic malleable iron.
PNI—Pearlitic nodular iron.
RA—Rubber absorption.
RD—Rubber dynamic.
Ren—Renold.
RF—Rubber and friction.
RFI—Rubber floated.
RM—Rubber mounted.
SAI—Special alloy iron.
SCI—Special cast iron.
SCIA—Special cast iron alloy.
St—Steel.

RECOMMENDED OIL CLEARANCES FOR ENGINE BEARINGS

SHAFT SIZE	BABBITT high lead or tin base	COPPER ALLOY	THREE-LAYER or overplated bearings	ALUMINUM alloy (no overplate)
2—2¾	.0010	.0020	.0010	.0025
2 13/16—3½	.0015	.0025	.0015	.0030
3 5/16—4	.0020	.0030	.0020	.0037

NOTE: Chart above indicates minimum diametral clearances. For maximum permissible clearance, add .001"



Min. housing bore..2.6450	Max. housing bore..2.6455
Max. brg. wall (x2) .1450	Min. brg. wall (x2).. .1440
Min. assembled I.D. 2.5000	Max. assembled I.D. 2.5015
Max. shaft dia....2.4990	Min. shaft dia.....2.4985
Min. oil clearance.. .0010	Max. oil clearance.. .0030

Method of determining oil clearances.

***. . . and you can get all of your bearing requirements, standard and undersize, in the complete* FEDERAL-MOGUL LINE!**

plus the tools to do a better job . . .

Bearing Oil Leak Detector checks bearings, oil lines before tear-down; checks finished work; pre-lubricates engine.

Out-of-Round Gauge checks rod bores for out-of-round on large dial, prevents out-of-round bearing failure.

Crankshaft Gauge checks journals for wear without removing shaft from engine.

Roll-out Pins permit removal, replacement of upper main bearing halves with shaft in engine.

Ask your Federal-Mogul Jobber!

FEDERAL-MOGUL SERVICE

DIVISION OF FEDERAL-MOGUL-BOWER BEARINGS, INC.

RESEARCH • DESIGN • METALLURGY • PRECISION MANUFACTURING • SERVICE

VALVE TIMING, LUBRICATION, AND EXHAUST SYSTEMS

PASSENGER CAR MAKE AND MODEL	VALVE TIMING: Operating Tappet Clearance: Intake	Operating Tappet Clearance: Exhaust	Tappet Clearance for Timing: Intake	Tappet Clearance for Timing: Exhaust	Timing Mark Location	TIMING: Intake: Opens (B.T.C.)	Intake: Closes (A.B.C.)	Exhaust: Opens (B.B.C.)	Exhaust: Closes (A.T.C.)	LUBRICATION SYSTEM: Lubrication—Type: Main Bearings	Connecting Rods	Piston Pins	Camshaft Bearings	Tappets	Timing Gear or Chain	Cylinder Walls	Oil Pump Type	Normal Oil Pressure Lb. at Rpm.	Oil Pressure Gauge—Type	Type Oil Intake	Oil Filter Type	Capacity of Crankcase, Less Filter—qt.	Range in Oil Grade Recommended (S.A.E. Nos.) Summer to Subzero	EXHAUST SYSTEM: Type	Muffler Type	Exhaust Pipe Diameter (in.)	Tail Pipe Diameter
AMERICAN MOTORS CORP.																											
Hudson 8-35780	Hyd	Hyd	0	0	VD	12.5	51.5	53.5	10.5	P	P	Sp	P	P	Sp	Noz	G	55-3400	E	St	PF	5	20-5W	D	RF	2	$1\frac{3}{4}$
Metropolitan 4-561, 562	.015HC	.015HC	.020	.020	CP	5.0	45.0	40.0	10.0	P	P	Sp	P	P	Sp	SH	G	60-30[1]	E	St	PF	4	30-10W	S	RF	$1\frac{1}{2}$	$1\frac{1}{2}$
Nash 6-5780	Hyd	Hyd	0	0	VD	12.5	51.5	53.5	10.5	P	P	Sp	P	P	Sp	Noz	G	55-3400	E	St	PF	5	20-5W	D	RF	2	$1\frac{3}{4}$
Rambler 6-5710	.012H	.016H	.020	.021	VD	12.5	51.5	53.5	10.5	P	P	Sp	P	Sp	Sp	SH	G	50-30[1]	E	St	PF	4	20-5W	S	RF	2	$1\frac{3}{4}$
6-5720	.012H	.014H	.020	.022	VD	12.5	51.5	53.5	10.5	P	P	Sp	P	P	Sp	SH	G	55-3400	E	St	PF	5	20-5W	D	RF	$1\frac{7}{8}$	$1\frac{3}{4}$
CHRYSLER CORP.																											
Chrysler 8-C-75-1	Hyd	Hyd	VTS	VTS	VD	13 0	59 0	59.0	17.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	FF	5	30-5W	SC[6]	RF	$2\frac{1}{2}$[7]	2
8-C-75-2	Hyd	Hyd	VTS	VTS	VD	13 0	59 0	59.0	17.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	FF	5	30-5W	D	RF	2	$1\frac{3}{4}$
8-C-76	Hyd	Hyd	VTS	VTS	VD	15 0	57.0	57.0	15.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	FF	5	30-5W	D	RF	2	$1\frac{3}{4}$
8-C-76-300	.015	.024	VTS	VTS	VD	35 0[2]	65.0[3]	65.0[4]	25.0[5]	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	FF	5	30-5W	D	RF	$2\frac{1}{4}$	2
De Soto 8-S-27	Hyd	Hyd	VTS	VTS	FDP	10 0	58 0	56 0	16.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	Sh	5	30-5W	SC[6]	RF	$2\frac{1}{2}$[9]	2
8-S-25, S-26	Hyd	Hyd	VTS	VTS	VD	15 0	57.0	57.0	15.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	Sh	5	30-5W	SC[8]	RF	$2\frac{1}{2}$[7]	2
Dodge 6-D-72	.010H	.010H	.014	.014	VD	12.0	44 0	50.0	6.0	P	P	Mjs	P	JS	MF	Mjs	R	45-1500	M	St	BP	5	30-5W	S	RF	2	$1\frac{3}{4}$
8-D-66, D-67-1, D-70, D-71	Hyd	Hyd	VTS	VTS	FDP	10 0	58 0	56.0	16.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	Sh	5	30-5W	SC[6]	RF	$2\frac{1}{2}$[9]	2
8-D-67-2	Hyd	Hyd	VTS	VTS	FDP	10 0	58 0	56 0	16.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	Sh	5	30-5W	D	RF	$1\frac{7}{8}$	$1\frac{3}{4}$
Imperial 8-1M1	Hyd	Hyd	VTS	VTS	VD	15.0	57.0	57.0	15.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	M	St	FF	5	30-5W	D	ST[10]	2	$1\frac{3}{4}$
Plymouth 6-P-30	.010H	.010H	.014	.014	VD[11]	12.0	44 0	50.0	6.0	P	P	Mjs	P	JS	MF	Mjs	R	45-1500	E	St	BP	5	30-5W	S	RF	2	$1\frac{3}{4}$
6-P-31	.008H	.018H	VTS	VTS	FDP	8 0	52.0	52.0	8.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	E	St	Sh	5	30-5W	SC[6]	RF	$2\frac{1}{2}$[9]	2
6-P-31 Fury	.008H	.018H	VTS	VTS	VD	17.0	59.0	55.0	21.0	P	P	Mjs	P	P	MF	Mjs	R	60-1500	E	St	Sh	5	30-5W	D	RF	$1\frac{7}{8}$	2
FORD MOTOR CO.																											
Continental 8-60A	Hyd	Hyd			VD	18.0	72.0	59.0	31.0	P	P	OM	P	P	Gr	PS	R	50-2000	E	St	FF	5	20-5W	D	RF[12]	$1\frac{3}{4}$	$1\frac{3}{4}$
Ford 6-57A, 57B, 58A, 58B, 73A, 73B	.019H	.019H	.019H	.019H	VD	17.0	53.0	61.0	9.0	P	P	OM	P	Gr	IP	PS	G	45-2000	E	St	FF	4	20-5W	S	TP	2	$1\frac{3}{4}$
8-73A, 73B	.019H	.019H	.019H	.019H	VD	18.0	58.0	66.0	10.0	P	P	OM	P	Gr	Gr	PS	R	45-2000	E	St	FF	5	20-5W	S	TP	2	2
6-40A, 40B, 57A, 57B, 58A, 58B	.019H	.019H	.019H	.019H	VD	18.0	58.0	66.0	10.0	P	P	OM	P	Gr	Gr	PS	R	45-2000	E	St	FF	5	20-5W	D	TP	2	2
Lincoln 8-57A, 57B, 58A, 58B, 60A, 60B, 76B	Hyd	Hyd	NA	NA	VD	18.0	72.0	59.0	31.0	P	P	OM	P	P	Gr	PS	R	50-2000	E	St	FF	5	20-5W	D	TP	$1\frac{3}{4}$	$1\frac{3}{4}$
Mercury 8-57A, 58A	.019H	.019H	.019H	.019H	VD	18.0	58.0	66.0	10.0	P	P	OM	P	Gr	Gr	PS	R	50-2000	E	St	FF	5	20-5W	SC	RF	2	2
8-57B, 58B	.019H	.019H	.019H	.019H	VD	18.0	58.0	66.0	10.0	P	P	OM	P	Gr	Gr	PS	R	50-2000	E	St	FF	5	20-5W	D	RF	2	2
8-75A	Hyd	Hyd	NA	NA	VD	18.0	72.0	59.0	31.0	P	P	OM	P	P	Gr	PS	R	50-2000	E	St	FF	5	20-5W	D	RF	2	2
GENERAL MOTORS CORP.																											
Buick 8-40	Hyd	Hyd	.004[13]	.004[13]	HB	25 0	77.0	65.0	37.0	P	P	Sp	P	P	Dr	SN	G	40-1600	M	St	FF	5	20-5W	SC[8]	RF	$2\frac{1}{4}$[7]	2
8-50, 60	Hyd	Hyd	.004[13]	.004[13]	HB	34 0	83.0	76.0	41.0	P	P	Sp	P	P	Dr	SN	G	40-1600	M	St	FF	5	20-5W	SC[8]	RF	$2\frac{1}{4}$[7]	2
8-70	Hyd	Hyd	.004[13]	.004[13]	HB	34.0	83.0	76.0	41.0	P	P	Sp	P	P	Dr	SN	G	40-1600	M	St	FF	5	20-5W	D	RF	2	2
Cadillac 8-60, 62, 75	Hyd	Hyd			VD	36.0	108.0	86.0	58.0	P	P	Sp	P	P	Mcf	IJ	G	35-30[1]	E	F	PF	5	20-5W	D	RF	$2\frac{1}{4}$	$1\frac{3}{4}$
Chevrolet 6-1500, 2100, 2400	Hyd	Hyd	0	0	Fly	10.5	53.5	49.0	15.0	P	P	PJ	P	P	Noz	PJ	G	30-1200	E	St	PF	5	20-5W	S	RF	2	$1\frac{1}{16}$
8-(265 cu. in.) 1500, 2100, 2400	Hyd[15]	Hyd[16]	0	0	VD	18.0	72.0	52.0	20.0	P	P	PJ	P	P	P	PJ	G	30-1200	E	St	FF	$3\frac{1}{2}$	20-5W	SC[21]	RF	2	$1\frac{1}{16}$
8-(283 cu. in.) 1500, 2100, 2400	Hyd[15]	Hyd[16]	0	0	VD	12.5[17]	57.5[18]	54.5[19]	15.5[20]	P	P	PJ	P	P	P	PJ	G	30-1200	E	St	FF	$3\frac{1}{2}$	20-5W	SC[21]	RF	2	$1\frac{1}{16}$
8-2934	Hyd[15]	Hyd[16]	0	0	VD	12.5[17]	57.5[18]	54.5[19]	15.5[20]	P	P	PJ	P	P	P	PJ	G	30-1200	E	St	FF	5	20-5W	D	ST	2	$1\frac{1}{16}$
Oldsmobile 8-88	Hyd	Hyd	ER	ER	CB	13.5	54.5	51.5	20.5	P	P	Sp	P	P	P	P	G	40-50[1]	E	St	FF	5	20-5W	SC[8]	RF	$2\frac{1}{4}$[7]	2
8-Super 88, 98	Hyd	Hyd	ER	ER	CB	13.5	54.5	51.5	20.5	P	P	Sp	P	P	P	P	G	40-50[1]	E	St	FF	5	20-5W	D	RF	$2\frac{1}{4}$[7]	2
Pontiac 8-57-27, 57-28	Hyd	Hyd	ER	ER	HBP	22.0	67.0	63.0[22]	27.0[23]	P	P	Sp	P	P	MJ	MJ	G	40-40[1]	M	F	FF	5	20-5W	SC[8]	RF	$2\frac{1}{4}$[7]	2
STUDEBAKER-PACKARD CORP.																											
Packard 8-57L	.024H	.024H	.030	.....	VD	11.0	54.6	51.6	14.0	P	P	Sp	P	P	Noz	DJ	G	40-1500	E	St	PF	5	30-5W	D	RF	2	$1\frac{3}{4}$
Studebaker 6-57G	.016C	.016C	.020	.....	VD	15.0	49.0	54.0	10.0	P	P	Sp	P	P	Noz	DJ	SG	40-1500	E	F	PF	5	30-5W	S	RF	$1\frac{3}{4}$	$1\frac{3}{4}$
8-57B	.024H	.024H	.030	.....	VD	11.0	54.6	51.6	14.0	P	P	Sp	P	P	Noz	DJ	G	40-1500	E	F	PF	5	30-5W	SC	RF	2[9]	$1\frac{3}{4}$
8-57H President	.024H	.024H	.030	.....	VD	11.0	54.6	51.6	14.0	P	P	Sp	P	P	Noz	DJ	G	40-1500	E	F	PF	5	30-5W	D	RF	2	$1\frac{3}{4}$
8-57H Golden Hawk	.024H	.024H	.030	.....	VD	11.0	54.6	51.6	14.0	P	P	Sp	P	P	Noz	DJ	G	40-1500	M	F	PF	5	30-5W	D	RF	2	$1\frac{3}{4}$

ABBREVIATIONS

1—Miles per hour.
2—48.0 with optional camshaft.
3—72.0 with optional camshaft.
4—73.0 with optional camshaft.
5—47.0 with optional camshaft.
6—Dual exhaust with power package.
7—Main only; branch, 2.
8—Dual exhaust optional.
9—Main only; branch, $1\frac{7}{8}$.
10—Front mufflers only; rear mufflers, reverse flow.
11—Fan drive pulley on P-30-1 Plaza.
12—Front muffler only; rear muffler, straight through.
13—Off seat.
14—Front pipes only; between mufflers and resonators, $1\frac{3}{4}$.
15—.012H with mechanical tappets.
16—.018H with mechanical tappets.
17—35.0 with optional camshaft.
18—72.0 with optional camshaft.
19—76.0 with optional camshaft.
20—31.0 with optional camshaft.
21—Dual exhaust with one or two four barrel carburetors or fuel injection.
22—69.0 with auto. trans.
23—31.0 with auto. trans.
BP—By-pass.
C—Cold.
CB—Crankshaft balancer.
CP—Crankshaft pulley.
D—Dual.
DJ—Directed jet.
Dr—Drip from front camshaft bearing.
E—Electric, indicated by light bulb.
ER—End of vamps used for timing.
F—Floating.
FDP—Fan drive pulley.
FF—Full flow.
Fly—Flywheel.
G—Gear.
Gr—Gravity.
H—Hot.
HB—Harmonic balancer.
HBP—Harmonic balancer pulley.
HC—Hot or cold.
Hyd—Hydraulic valve lifters, automatic take-up.
IJ—Intermittent jet.
IP—Indexed pressure.
JS—Jet spray.
M—Mechanical.
Mcf—Metered centrifugal flow.
MF—Metered flow.
MJ—Metered jet.
Mjs—Metered jet spray.
NA—Not available.
Noz—Nozzle.
OM—Oil mist.
P—Pressure.
PF—Partial flow.
PJ—Pressurized jet, cross sprayed.
PS—Pressure stream.
R—Rotary.
RF—Reverse flow.
S—Single.
SC—Single with crossover.
SG—Spiral gear.
Sh—Shunt.
SH—Squirt hole in connecting rod.
SN—Splash and nozzle.
Sp—Splash.
St—Stationary.
ST—Straight through.
TP—Three passage.
VD—Vibration damper.
VTS—Valve train solid.

If you use valve specs you need the

In the Model T era, valve clearances weren't so critical. "Close enough" feeler gauge settings pretty well did the job.

But not today. Modern engine valve timing has to be exactly right. Clearance errors of as little as .003" can reduce engine power by 10%—can increase fuel consumption by as much as 30%. Only with the Valve-Gapper can you set valves exactly right. Only with the Valve-Gapper can you *see* the actual clearance of each valve — before, during, and after adjustment.

Don't substitute feeler gauge guesswork for dial indicator accuracy. Equip *your shop* to provide precision Valve-Gapper service—for greater profits . . . for smoother running engines . . . for satisfied repeat customers!

Test hydraulic lifters with the Valve-Gapper

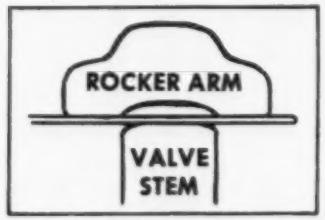
Weak, noisy, or defective hydraulic lifters—often so hard to find without disassembly—now can be immediately located *in the engine*, with the Valve-Gapper. What's more, in most cases the Valve-Gapper (with tune-up oil) can be used to *free* sticking, gummy lifters. Quick, easy, profitable!

Now a Universal Model Valve-Gapper that fits most all OHV engines!

The new Model 300 Valve-Gapper can be used for most any car, truck, or tractor. Quickly interchangeable adaptor sets are always available to fit just the engines you service.

another precision P&G product...
New Cam-Chek quickly measures camshaft wear in the engine

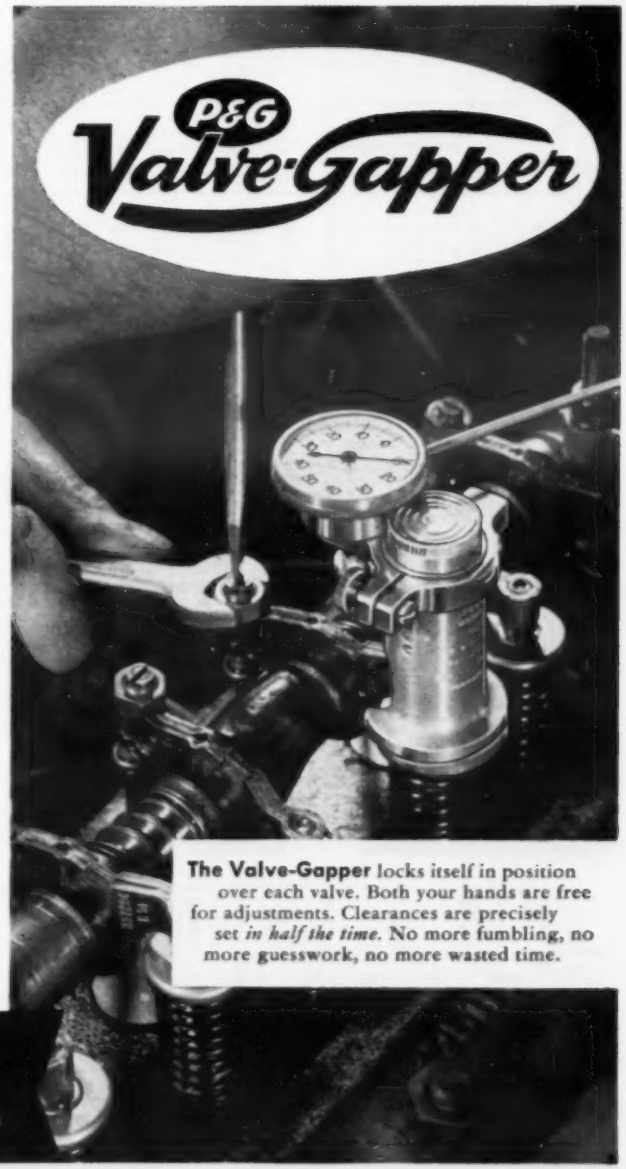
A fast, simple Cam-Chek test offers positive proof when camshaft lobes are worn; helps you sell more cam replacement jobs. And Cam-Chek saves you hours otherwise wasted in trying to tune an engine with a worn cam. Models for most popular OHV engines.



The Valve-Gapper gives you complete accuracy regardless of rocker arm wear, while feeler gauges *bridge across* hollowed rocker arm faces, causing serious clearance errors.

New dial indicator brake lets you stop and hold the indicator hand at the exact point of clearance. You get micrometer accuracy at all normal idling speeds.

ASK YOUR SUPPLIER *for a revealing 5-min. demonstration with these new precision instruments. Or write the factory for more information and prices.*



The Valve-Gapper locks itself in position over each valve. Both your hands are free for adjustments. Clearances are precisely set *in half the time.* No more fumbling, no more guesswork, no more wasted time.

P&G Manufacturing Company
310 N. E. Russell Street Portland 12, Oregon

VALVES, INTAKE AND EXHAUST

PASSENGER CAR MAKE AND MODEL	Hydraulic Lifters	Special Provision for Valve Rotation (Intake or Exhaust)	Rocker Ratio—to-1	INTAKE												EXHAUST											
							Seat		Stem			Springs							Seat		Stem			Springs			
												Pressure (lb)		Length (in)									Pressure (lb)		Length (in)	
				Material	Overall Length	Actual Overall Head Diameter	Angle (Deg.)	Insert Material	Diameter (in.)	Guide Clearance	Lift (in.)	Valve Closed	Valve Open	Valve Closed	Valve Open	Material	Overall Length	Actual Overall Head Diameter	Angle (Deg.)	Insert Material	Diameter (in.)	Guide Clearance	Lift (in.)	Valve Closed	Valve Open	Valve Closed	Valve Open
AMERICAN MOTORS CORP.																											
Hudson 8-35780	Y	N	1.500	SCS	4.827	1.787	30	N	.3415	.0021	.375	88.0	155.0	1.813	1.438	2112[1]	4.827	1.406	45	N	.3410	.0026	.375	88.0	155.0	1.813	1.438
Metropolitan 4-861, 862	N	N	1.430	SCS	4.313	1.375	45	N	.3420	.0020	.325	77.5	130.0	1.531	1.206	NCAS	4.281	1.188	45	N	.3420	.0015	.325	77.5	130.0	1.531	1.206
Nash 8-5780	Y	N	1.500	SCS	4.827	1.787	30	N	.3415	.0021	.375	88.0	155.0	1.813	1.438	2112[1]	4.827	1.406	45	N	.3410	.0026	.375	88.0	155.0	1.813	1.438
Rambler 8-5710	N	N	1.463	SCS	4.758	1.594	45	N	.3415	.0026	.386	67.5	120.0	1.813	1.438	2112[1]	4.759	1.343	45	N	.3410	.0031	.361	67.5	120.0	1.813	1.438
8-5720	N	N	1.500	SCS	4.827	1.787	30	N	.3415	.0021	.375	88.0	155.0	1.813	1.438	2112[1]	4.827	1.406	45	N	.3410	.0026	.375	88.0	155.0	1.813	1.438
CHRYSLER CORP.																											
Chrysler 8-C-75	Y	E	1.500	SCS	4.780	1.940	45	.....	.3780	.0020	.388	83.0	177.0	1.690	1.310	NMCN	4.740	1.500	45	.....	.3780	.0030	.380	83.0	177.0	1.890	1.310
8-C-76	Y	E	1.500	SCS	5.090	2.000	45	.....	.3700	.0020	.388	83.0	177.0	1.690	1.310	NMCN	5.050	1.750	45	.....	.3700	.0030	.380	83.0	177.0	1.890	1.310
8-C-76-300	N	E	1.500	SCS	5.090	2.000	45	.....	.3700	.0020	.444[2]	90.0[3]	158.0[3]	1.660[3]	1.220[3]	NMCN	5.050	1.750	45	Al	.3700	.0030	.435[4]	90.0[3]	158.0[3]	1.660[3]	1.220[3]
De Soto 8-S-27	Y	E	1.500	SCS	4.310	1.840	45	.....	.3700	.0020	.388	72.0	166.0	1.690	1.310	CNS	4.310	1.470	45	.....	.3700	.0030	.380	72.0	166.0	1.890	1.310
8-S-25, S-26	Y	E	1.500	SCS	4.900	1.940	45	.....	.3700	.0020	.388	83.0	177.0	1.690	1.310	NMCN	4.920	1.750	45	.....	.3700	.0030	.380	83.0	177.0	1.890	1.310
Dodge 6-D-72	N		N	SCS	4.840	1.530	45	.....	.3400	.0020	.379	42.0	115.0	1.750	1.380	CNS	4.890	1.410	45	Al	.3400	.0040	.379	42.0	115.0	1.750	1.380
8-D-66, D-67, D-70, D-71	Y	E	1.500	SCS	4.310	1.840	45	.....	.3700	.0020	.388	72.0	166.0	1.690	1.310	CNS	4.310	1.470	45	.....	.3700	.0030	.380	72.0	166.0	1.890	1.310
Imperial 8-1M1	Y	E	1.500	SCS	5.090	2.000	45	.....	.3700	.0020	.388	82.5	177.0	1.690	1.310	NMCN	5.050	1.750	45	.....	.3700	.0030	.380	83.0	177.0	1.890	1.310
Plymouth 6-P-30	N		N	SCS	4.840	1.530	45	.....	.3480	.0020	.365	42.0	115.0	1.750	1.380	CNS	4.890	1.410	45	Al	.3400	.0040	.368	42.0	115.0	1.750	1.380
8-P-31	N	E	1.500	SCS	4.600	1.840	45	.....	.3700	.0020	.387	72.0	166.0	1.690	1.310	CNS	4.580	1.560	45	.....	.3700	.0030	.387	72.0	166.0	1.890	1.310
8-P-31 Fury	N	E	1.500	SCS	4.600	1.840	45	.....	.3780	.0020	.405	90.0	185.0	1.660	1.280	CNS	4.580	1.560	45	.....	.3700	.0030	.405	90.0	185.0	1.660	1.280
FORD MOTOR CO.																											
Continental 8-60A	Y	Bo	1.600	SCS	5.270	2.005	45½	N	.3420	.0015	.417	70.5	192.5	1.800	1.380	AS	5.250	1.635	45½	N	.3407	.0030	.417	70.5	192.5	1.800	1.380
Ford 6-57A, B;58A, B;73A, B	N	Bo	1.420	SCS	5.110	1.780	45½	N	.3420	.0017	.389	75.0	169.0	1.780	1.390	AS	5.080	1.510	45½	N	.3405	.0030	.368	75.0	169.0	1.780	1.390
8-40A, B;57A, B;58A, B;73A, B	N	Bo	1.540	SCS	5.110	1.925	45½	N	.3420	.0017	.400	75.0	169.0	1.780	1.390	AS	5.080	1.510	45½	N	.3405	.0030	.420	75.0	169.0	1.780	1.390
Lincoln 57A,B; 58A,B; 60A,B; 76B	Y	Bo	1.600	SCS	5.270	2.005	45½	N	.3420	.0015	.417	70.5	192.5	1.800	1.380	AS	5.250	1.635	45½	N	.3407	.0030	.417	70.5	192.5	1.800	1.380
Mercury 8-57A, 57B, 58A, 58B	N	Bo	1.540	SCS	5.110	1.925	45½	.....	.3420	.0015	.400	75.0	169.0	1.780	1.390	AS	5.080	1.510	45½	N	.3407	.0030	.420	75.0	169.0	1.780	1.390
8-75A	Y	Bo	1.600	SCS	5.270	2.005	45½	.....	.3420	.0015	.417	70.5	192.5	1.800	1.380	AS	5.250	1.635	45½	N	.3407	.0030	.417	70.5	192.5	1.800	1.380
GENERAL MOTORS CORP.																											
Buick 8-40, 50, 60, 70	Y	N	1.500	NCAS	4.704	1.875	45	N	.3720	.0030	.423	42.0[5]	96.0[5]	1.530[5]	1.110[5]	2155	4.704	1.437	45	N	.3705	.0040	.423	42.0[5]	96.0[5]	1.530[5]	1.110[5]
Cadillac 8-60, 62, 75	Y	N	1.650	3140[6]	4.675	1.875	44	N	.3420	.0015	.451	62.5	160.0	1.946	1.496	8194[7]	4.692	1.437	44	N	.3418	.0018	.451	62.5	160.0	1.946	1.496
Chevrolet 6-1500, 2100, 2400	Y	N	1.477	HAS	6.386	1.875	31	N	.3414	.0019	.400	78.0	202.0	1.858	1.462	HAS	4.923	1.500	46	N	.3414	.0019	.400	78.0	202.0	1.858	1.462
8-265 cu. in.) 1500, 2100, 2400	Y[8]	N	1.500	HAS	4.912[9]	1.720	45	N	.3419	.0019	.334	80.0	164.0	1.696	1.306	HAS	4.923	1.500	45	N	.3414	.0024	.334	80.0	164.0	1.696	1.306
8-283 cu. in.) 1500, 2100, 2400	Y[8]	N	1.500	HAS	4.912[9]	1.720	45	N	.3419	.0019	.396[10]	74.0	164.0	1.696	1.306	HAS	4.923	1.500	45	N	.3414	.0024	.396[11]	74.0	164.0	1.696	1.306
8-2934	Y[8]	N	1.500	AIS	4.912[12]	1.720	45	N	.3419	.0019	.396[10]	73.0	164.0	1.696	1.300	AIS	4.923[13]	1.500	45	N	.3414	.0024	.396[11]	74.0	164.0	1.696	1.306
Oldsmobile 8-88, Super 88, 98	Y	N	1.800	3140[14]	4.917	1.750	45	N	.3421	.0026	.419	100.0	190.0	1.880	1.480	St	4.917	1.563	45	N	.3934	.0031	.435	100.0	190.0	1.880	1.480
Pontiac 8-57-27, 57-28	Y	N	1.500	8440	5.350	1.880	30	N	.3400	.0019	.370	58.0[15]	108.0[15]	1.530[15]	1.180[15]	MCNM	5.340	1.600	45	N	.3400	.0024	.370[16]	58.0[17]	108.0[17]	1.530[17]	1.160[17]
STUDEBAKER-PACKARD CORP.																											
Packard 8-57L	N	N	1.500	8645	5.156	1.656	45	.....	.3438	.0025	.359	50.0	110.0	2.031	1.672	2112	5.156	1.531	45	.....	.3438	.0025	.359	50.0	110.0	2.031	1.672
Studebaker 8-57G	N	N	N	CNS	4.344	1.344	45	.....	.3125	.0025	.344	51.5	98.0	1.656	1.313	2112	4.344	1.281	45	.....	.3125	.0025	.344	51.5	98.0	1.656	1.313
8-57B, 57H	N	N	1.500	8645	5.156	1.656	45	.....	.3438	.0025	.359	50.0	110.0	2.031	1.672	2112	5.156	1.531	45	.....	.3438	.0025	.359	50.0	110.0	2.031	1.672

ABBREVIATIONS

1—Head and upper stem only; lower stem, 3150 or 8645.
2—.446 with optional camshaft.
3—Outer spring only; inner spring, 28.0 at 1.530 with valve closed and 66.0 at 1.090 with valve open.
4—.447 with optional camshaft.
5—Outer spring only; inner spring 25.5 at 1.620 with valve closed and 66.0 at 1.200 with valve open.
6—Rich only; Eaton, 8645.
7—Eaton only; Rich, head, 8212, stem, 8729.
8—No on engines with competition camshaft.
9—4.880 with two four barrel carburetor or fuel injection.
10—.394 with competition camshaft.
11—.400 with competition camshaft.
12—4.880 with fuel injection and optional camshaft or two four barrel carburetors and optional camshaft.
13—4.901 with fuel injection and optional camshaft or two four barrel carburetors and optional camshaft.
14—Thompson only; Eaton, 8645.
15—Outer spring only; inner spring 26.0 at 1.480 with valve open and 61.0 at 1.110 with valve closed.
16—.400 with automatic transmission.
17—Outer spring 112.0 at 1.130 with valve open with auto. trans.; inner spring 26.0 at 1.480 with valve closed and 61.0 at 1.110 with valve open with std. trans. and 64.0 at 1.080 with valve open with auto. trans.

Al—Alloy iron.
AIS—Alloy steel.
AS—Austenitic steel.
Bo—Both intake and exhaust.
CNS—Chromium nickel steel.
E—Exhaust.
HAS—High alloy steel.
MCNM—Manganese chrome nickel moly.
N—No or none.
NCAS—Nickel chrome alloy steel.
NMCN—Nitrogen treated manganese chromium nickel steel.
SCS—Silicon chrome steel.
St—Steel.
Y—Yes.

Current Passenger Car Price, Weight and Body Table

Following are prices at factory for cars with standard equipment as of March 25, 1957. State or local taxes, transportation and finance charges and optional equipment are extra.

BODY MAKE AND MODEL	List Price at Factory without Federal Taxes	Federal Taxes and Handling Charges	Delivered Price at Factory including Federal Taxes	Shipping Weight
AMERICAN MOTORS CORP.				
HUDSON				
Super				
Sedan, 4d	2520	230	2750	3631
Hollywood, 2d	2604	236	2840	3655
Custom				
Sedan, 4d	2697	243	2940	3678
Hollywood, 2d	2781	249	3030	3693
METROPOLITAN*				
Hardtop	1406	121	1527	1825
Convertible	1428	123	1551	1786
NASH				
Amb. Super				
Sedan, 4d	2520	230	2750	3639
Ctry. Club, 2d	2604	236	2840	3655
Amb. Cust.				
Sedan, 4d	2697	243	2940	3701
Ctry. Club, 2d	2781	249	3030	3722
RAMBLER				
DeLuxe 6				
Sedan, 4d	1757	163	1920	2911
Super 6				
Sedan, 4d	1890	175	2065	2914
Sed. Hdt., 4d	1989	181	2150	2936
Sta. Wagon, 4d	2158	194	2352	3042
Custom 6				
Sedan, 4d	1974	181	2155	2938
Sta. Wagon, 4d	2242	200	2442	3076
Super 8				
Sedan, 4d	2011	184	2195	3223
Sta. Wagon, 4d	2279	203	2482	3359
Custom 8				
Sedan, 4d	2095	190	2285	3259
Hard Top, 4d	2174	196	2370	3269
Sta. Wagon, 4d	2363	209	2572	3392
Hdt.Sta.Wag.4d	2442	.....	2657	3409
CHRYSLER CORP.				
CHRYSLER				
Windsor				
Sedan, 4d	2811	222	3033	3995
Hardtop, 2d	2871	227	3098	3925
Hardtop, 4d	2931	231	3162	4030
Twn. & Ctry.	3264	256	3520	4210
Saratoga				
Sedan, 4d	3392	266	3658	4165
Hardtop, 2d	3426	268	3694	4075
Hardtop, 4d	3498	274	3772	4195
New Yorker				
Sedan, 4d	3809	299	4108	4315
Hardtop, 2d	3836	301	4137	4220
Hardtop, 4d	3889	305	4194	4330
Conv. Coupe	4242	331	4573	4365
Twn. & Ctry.	4342	339	4681	4490
300C				
Hardtop, 2d	4513	351	4864	4235
Conv. Coupe	4913	381	5294	4390
DE SOTO				
Firesweep				
Sedan, 4d	2529	203	2732	3675
Sportsman, 2d	2583	208	2791	3645
Sportsman, 4d	2654	213	2867	3720
Sta. Wagon, 2s	2893	231	3124	3965
Sta. Wagon, 3s	3024	241	3265	3970
Firedome				
Sedan, 4d	2692	216	2908	3955
Sportsman, 2d	2810	225	3035	3910
Sportsman, 4d	2863	229	3092	3960
Conv. Coupe	3067	244	3311	4065
Fireflite				
Sedan, 4d	3179	253	3432	4025
Sportsman, 2d	3297	262	3559	4000
Sportsman, 4d	3350	266	3616	4125
Conv. Coupe	3554	281	3835	4085
Sta. Wagon, 2s	3539	288	3827	4290
Sta. Wagon, 3s	3771	298	4069	4250
Adventurer				
Sedan, 2d	3653	289	3942	4040
Convertible	3909	308	4217	4235
DODGE				
Coronet 6				
Club Sedan	2162	173	2335	3400
Sedan, 4d	2237	179	2416	3470
DODGE, Cont'd				
Coronet V8				
Club Sedan	2262	181	2443	3530
Sedan, 4d	2337	187	2524	3620
Lancer, 2d	2357	188	2545	3570
Lancer, 4d	2436	194	2630	3665
Convertible	2600	207	2807	3815
Coronet D501				
Club Sedan	3039	240	3279	
Convertible	3370	265	3635	
Royal V8				
Sedan, 4d	2479	198	2677	3620
Lancer, 2d	2532	202	2734	3565
Lancer, 4d	2578	205	2783	3690
Cust. Royal V8				
Sedan, 4d	2637	209	2846	3690
Lancer, 2d	2673	212	2885	3670
Lancer, 4d	2739	217	2956	3750
Convertible	2883	226	3111	3810
Sta. Wagons				
Suburban, 6p	2618	206	2826	3830
Sierra, 6p, 2 st.	2697	214	2911	3930
Sierra, 9p, 3 st.	2815	223	3038	4015
Cu. Sier., 6p, 2st.	2828	224	3052	3960
Cu. Sier., 9p, 3st.	2947	233	3180	4030
IMPERIAL				
Southampt., 2d	4321	340	4661	4640
Sedan, 4d	4416	347	4763	4640
Southampt., 4d	4416	347	4763	4780
Crown Imp.				
Southampt., 2d	4817	377	5194	4755
Sedan, 4d	4945	386	5331	4740
Southampt., 4d	4945	386	5331	4820
Conv. Coupe	5123	400	5523	4830
Le Baron				
Sedan, 4d	5258	410	5668	4765
Southampt. 4d	5258	410	5668	4900
PLYMOUTH				
Plaza V8*				
Bus. Coupe	1825	149	1974	3315
Club Sedan	1927	157	2084	3330
Sedan, 4d	1970	160	2130	3405
Savoy V8				
Club Sedan	2056	166	2222	3335
Sedan, 4d	2099	170	2269	3415
Sport Coupe	2132	172	2304	3410
Sport Sedan				3480
Belvedere V8				
Club Sedan	2164	175	2339	3340
Sedan, 4d	2207	178	2385	3475
Sport Coupe	2243	181	2424	3415
Sport Sedan	2308	186	2494	3505
Conv. Coupe	2419	194	2613	3585
Suburban V8				
Deluxe, 2d	2226	179	2405	3685
Custom, 2d	2328	187	2515	3755
Custom, 4d	2378	191	2569	3840
Sport, 4d	2497	200	2697	3840
Fury V8				
Sport Coupe	2686	214	2900	3595
FORD MOTOR CO.				
CONTINENTAL				
Hardtop	8938	682	9620	4797
FORD*				
Custom V8				
Bus. Tudor	1807	.....	.....	3276
Tudor	1911	.....	.....	3319
Fordor	1958	.....	.....	3287
Cust. 300 V8				
Tudor	2018	.....	.....	3289
Fordor	2065	.....	.....	3334
Fairlane V8				
Club Sedan, 2d	2138	.....	.....	3392
Town Sedan, 4d	2185	.....	.....	3437
Victoria, 2d	2191	.....	.....	3427
Victoria, 4d	2252	.....	.....	3471
Friane 500 V8				
Club Sedan, 2d	2181	.....	.....	3407
Town Sedan, 4d	2228	.....	.....	3452
Victoria, 2d	2234	.....	.....	3442
Victoria, 4d	2295	.....	.....	3487
Sunliner	2389	.....	.....	3597
Sta. Wags. V8				
Ranch	2199	.....	.....	3520
Del Rio	2289	.....	.....	3527
Ctry. Sed., 6p	2339	.....	.....	3590
Ctry. Sed., 8p	2437	.....	.....	3679
Ctry. Squire	2556	.....	.....	3693
Thunderbird-8				
Convertible	3888	.....	.....	3134
Hardtop	3158	.....	.....	3299
FORD MOTOR CO. cont'd				
LINCOLN				
Capri				
Coupe	4203	.....	.....	4585
Sedan, 4d	4339	.....	.....	
Hardtop, 4d	4339	.....	.....	
Premier				
Coupe	4663	.....	.....	4620
Sedan, 4d	4804	358	5162	4710
Hardtop	4804	358	5162	4660
MERCURY				
Monterey				
Sedan, 2d	2352	.....	.....	3875
Sedan, 4d	2417	.....	.....	3915
Phaeton, 2d	2462	.....	.....	3870
Phaeton, 4d	2527	.....	.....	3890
Convertible	2752	.....	.....	4035
Montclair				
Sedan, 4d	2922	.....	.....	3925
Phaeton, 2d	2987	.....	.....	3900
Phaeton, 4d	3042	.....	.....	3905
Convertible	3147	.....	.....	4010
Tnpk. Cruis.				
Sedan, 2d	3482	.....	.....	4005
Sedan, 4d	3537	.....	.....	4015
Conv. Cruis.				
Sedan, 2d	2352	.....	.....	
Sedan, 4d	2417	.....	.....	
Phaeton, 2d	2462	.....	.....	
Phaeton, 4d	2752	.....	.....	
Montclair	3733	.....	.....	
Sta. Wagons				
Commut., 2d, 6p	2657	.....	.....	4115
Commut., 4d, 6p	2722	.....	.....	4195
Commut., 4d, 9p	2812	.....	.....	
Voyager, 2d, 6p	3122	.....	.....	4240
Voyager, 4d, 9p	3277	.....	.....	
Col. Pk., 4d, 9p	3377	.....	.....	
GENERAL MOTORS CORP.				
BUICK				
Special 40				
Sedan, 2d	2352	244	2596	3955
Sedan, 4d	2412	248	2660	4012
Riviera, 2d	2453	251	2704	3956
Riviera, 4d	2524	256	2780	4041
Conv. Coupe	2716	271	2987	4082
Est. Wagon	2772	275	3047	4292
Riv. Est. Wag.	2884	283	3167	4309
Century 60				
Sedan, 4d	2932	302	3234	4137
Riviera, 2d	2986	304	3270	4081
Riviera, 4d	3044	310	3354	4163
Conv. Coupe	3271	327	3598	4234
Riv. Est. Wag.	3372	334	3706	4423
Super 50				
Riviera, 2d	3208	328	3536	4271
Riviera, 4d	3343	338	3681	4356
Conv. Coupe	3548	433	3981	4414
Roadmastr. 70				
Riviera, 2d	3578	366	3944	4374
Riviera, 2d, A	3578	366	3944	4374
Riviera, 4d	3680	373	4053	4469
Riviera, 4d, A	3680	373	4053	4469
Conv. Coupe	3892	374	4066	4500
Riv. Coupe, 2d	3978	395	4373	4427
Riv. Sedan, 4d	4080	403	4483	4539
CADILLAC				
Series 62				
Coupe	4225	.....	.....	4565
Sedan	4372	.....	.....	4595
Coupe de Ville	4665	.....	.....	4620
Sedan de Ville	4815	.....	.....	4655
Convertible	4850	.....	.....	4730
Eldo. Seville	6711	.....	.....	4810
Eldo. Biarritz	6711	.....	.....	4930
Series 60				
Special Sedan	5124	.....	.....	4755
Series 75				
Sedan, 8p	6800	.....	.....	5340
Limousine	7020	.....	.....	5390
CHEVROLET*				
One-Fifty V8				
Utility Sedan	1799	166	1965	3199
Sedan, 2d	1902	194	2096	3238
Sedan, 4d	1950	198	2148	3281
Sta. Wag., 2d	2191	216	2407	3406
Two-Ten V8				
Sedan, 2d	2019	203	2222	3253
Delray Coupe	2056	206	2262	3257
GENERAL MOTORS, cont'd				
CHEVROLET, Cont'd.				
Sedan, 4d	2067	207	2274	3300
Sport Coupe	2095	209	2304	3292
Sport Sedan	2156	214	2370	3389
Sta. Wag., 2d	2279	223	2502	3430
Sta. Wag., 4d	2329	227	2556	3471
Sta. Wag., 9p	2429	234	2663	3580
Bel Air V8				
Sedan, 2d	2127	211	2338	3265
Sedan, 4d	2175	215	2390	3304
Sport Coupe	2183	216	2399	3305
Sport Sedan	2244	220	2464	3368
Convertible	2360	231	2611	3436
Sta. Wag., 4d	2444	236	2680	3474
Sta. Wag., 2d	2809	248	2857	3460
Corvette V8				
Convertible	3176	289	3465	2730
OLDSMOBILE				
Series 88				
Sedan, 2d	2478	.....	.....	3942
Sedan, 4d	2538	.....	.....	4000
Holiday Cpe.	2691	.....	.....	3963
Holiday Sed.	2663	.....	.....	4052
Convertible	2895	.....	.....	4232
Fiesta Sed.	2914	.....	.....	4281
Fiesta	3017	.....	.....	4314
Super 88				
Sedan, 2d	2687	.....	.....	4001
Sedan, 4d	2745	.....	.....	4044
Holiday Cpe	2684	.....	.....	4010
Holiday Sed.	2956	.....	.....	4117
Convertible	3132	.....	.....	4283
Fiesta	3220	.....	.....	4364
Series 98				
Sedan, 4d	3396	.....	.....	4322
Holiday Cpe.	3578	.....	.....	4296
Holiday Sed.	3649	.....	.....	4385
Convertible	3838	.....	.....	4572
PONTIAC				
Chieftain				
Sedan, 2d	2234	229	2463	3815
Sedan, 4d	2293	234	2527	3560
Catal. Coe.	2295	234	2529	3555
Catal. Sedan	2374	240	2614	3635
Sta. Wag., 2d	2584	257	2841	3690
Sta. Wag., 4d	2637	261	2898	3835
Super Chief				
Sedan, 4d	2420	244	2664	3585
Catal. Coupe	2486	249	2735	3570
Catal. Sedan	2540	253	2793	3640
Sta. Wag., 4d.	2752	269	3021	3765
Star Chief				
Sedan, 4d	2583	258	2839	3630
Cust. Sed., 4d	2636	260	2896	3635
Cust. Cat. Cpe.	2640	261	2901	3640
Cust. Cat. Sed.	2709	266	2975	3710
Conv. Coupe	2830	275	3105	3860
Sta. Wagon, 2d	3179	302	3481	3750
Sta. Wagon, 4d	3323	313	3636	3845
Cus. Bon. Cpe.	5318	464	5782	4265
STUDE.-PACK. CORP.				
PACKARD				
Sedan, 4d	2933	.....	.....	3570
Sta. Wag., 4d	3093	.....	.....	3650
STUDEBAKER				
Champion				
Cus. Sedan, 2d	1823	178	2001	2755
Cus. Sedan, 4d	1868	187	2049	2785
DeL. Sedan, 2d.	1936	187	2123	2780
DeL. Sedan, 4d.	1981	190	2171	2810
Commander				
Cus. Sedan, 2d	1931	193	2124	3075
Cus. Sedan, 4d	1976	197	2173	3100
DeL. Sedan, 2d.	2044	202	2246	3100
DeL. Sedan, 4d.	2089	206	2295	3140
President				
Sedan, 2d	2147	211	2358	3170
Sedan, 4d	2193	214	2407	3205
Classic, 4d	2314	225	2539	3270
Hawk				
Silver Coupe	1954	188	2142	2790
Silver Coupe	2059	204	2263	3185
Golden Hdtop.	2912	270	3182	3400
Sta. Wagons				
Petham	2176	206	2382	3015
Parkview	2284	221	2505	3310
Provincial	2336	225	2561	3350
Broadmoor	2433	233	2666	3415

* Prices of 6 cyl. models are $93 less than 8 cyl. models.

* Prices of 6 cyl. models are $100 less than 8 cyl. models.

* F. O. B. coastal port of entry.

FUEL AND COOLING SYSTEMS

PASSENGER CAR MAKE AND MODEL	FUEL SYSTEM														COOLING SYSTEM													
				Fuel Pump		Carburetor					Air Cleaner Type		Radiator Cap Relief Valve Pressure (lb.)	Thermostat		By-Pass Recirculation—Type	Radiator Core Type	Capacity		Full Length Water Jackets	Water All Around Cylinder	Radiator Hose							
	Fuel Tank Capacity (Gal.)	Recommended Fuel with Standard Head	Fuel Filter Type	Pressure Range (lb.)	Vacuum Booster	Make	Model Number	Number Used	Type	Automatic Choke—Type	Standard	Optional		Type	Starts to Open at (Deg.)			With Heater (qt.)	Without Heater (qt.)			Lower		Upper		By-Pass	
																						Number and Type	Inside Diameter and Length	Number and Type	Inside Diameter and Length	Number and Type	Inside Diameter and Length
AMERICAN MOTORS CORP.																												
Hudson 8-35780	20	Pre	Cer	4-5½	Std	Car	WCFB-2593-SA	1	DF	Int	OB	N	7[1]	Ch	167	In	TF	20.0	19.0	Y	Y	1 Mo	1½-14⅛	1 Mo	1¾-13¼	N	.....
Metropolitan 4-561, 562	10½	Reg	N	1½-2½	N	Zen	30-VIG-10	1	DS	N	OB	N	4	Bp	158	Ex	TF	8.0	7.0	Y	Y	1 Mo	1-.....	1 Mo	1-.....	1 St	½-27⅛
Nash 6-3780	20	Pre	Cer	4-5½	Std	Car	WCFB-2593-SA	1	DF	Int	OB	N	7[1]	Ch	167	In	TF	20.0	19.0	Y	Y	1 Mo	1½-14⅛	1 Mo	1¾-13¼	N	.....
Rambler 6-5710	20	Reg	PM	4-5½	Std	Car	AS-2580-S[2]	1	DS	Int	D	OB	7[1]	Ch	167	N	TF	11.0	10.0	Y	N	1 Mo	1½-17⅛	1 Mo	1½-11⅛	N	.....
6-5720	20	Reg	Cer	4-5½	Std	Car	WGD-2352-SA	1	DD	Int	CF	N	7[1]	Ch	167	In	TF	21.0	20.0	Y	Y	1 Mo	1½-12⅛	1 Mo	1¾-12¼	N	.....
CHRYSLER CORP.																												
Chrysler 8-C-75-1	23	Pre	PC	6-7	N	BB	BBD-2527-S	1	DD	Int	PE	N	14	Pe	157	In	C-F	22.0	21.0	Y	Y	1 Mo	1¾-.....	1 Mo	1½-.....	1 Mo	½-.....
8-C-75-2	23	Pre	PC	6-7	N	Car	WCFB-2589-S	1	DF	Int	PE	N	14	Pe	157	In	C-F	22.0	21.0	Y	Y	1 Mo	1¾-.....	1 Mo	1½-.....	1 Mo	½-.....
8-C-76	23	Pre	PC	6-7	N	Car	WCFB-2590-S	1	DF	Int	PE	N	14	Pe	157	In	C-F	25.0	24.0	Y	Y	1 Mo	1¾-.....	1 Mo	1½-.....	1 Mo	½-.....
8-C-76-300	23	Pre	PC	6-7	N	Car	WCFB-2534-S[3]	2	DF	Int	PE	N	14	Pe	157	In	C-F	25.0	24.0	Y	Y	1 Mo	1¾-.....	1 Mo	1½-.....	1 Mo	½-.....
De Soto 8-S-27	20	Reg	PC	6-7	N	Str	WW-3-149[4]	1	DD	Rmc	PE	N	14	Pe	157	In	C-F	21.0	20.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
8-S-25	23	Pre	PC	6-7	N	BB	BBD-2522-S	1	DD	Int	PE	N	14	Pe	157	In	C-F	21.0	20.0	Y	Y	1 Mo	1¾-.....	1 Mo	1½-.....	1 Mo	½-.....
8-S-26	23	Pre	PC	6-7	N	Car	WCFB-2588-S	1	DF	Int	PE	N	14	Pe	157	In	C-F	21.0	20.0	Y	Y	1 Mo	1¾-.....	1 Mo	1½-.....	1 Mo	½-.....
Dodge 6-D-72	20	Reg	PI	4-6	N	Str	WW-3-159[5]	1	DD	Int	PE	N	14	Pe	157	In	C-F	14.0	13.0	Y	N	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
8-D-66, D-67-1	20	Reg	PC	6-7	N	Str	WW-3-149[6]	1	DD	Rmc	PE	N	14	Pe	157	In	C-F	21.0	20.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
8-D-70, D-71	22	Reg	PC	6-7	N	Str	WW-3-149[6]	1	DD	Rmc	PE	N	14	Pe	157	In	C-F	21.0	20.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
8-D-67-2	20	Pre	PC	6-7	N	Car	WCFB-2532-S	1	DF	Rmc	PE	N	14	Pe	157	In	C-F	21.0	20.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
Imperial 8-1M1	23	Pre	PC	6-7	N	Car	WCFB-2590-S	1	DF	Int	PE	N	14	Pe	157	In	C-F	25.0	24.0	Y	Y	1 Mo	1¾-.....	1 Mo	1½-.....	1 Mo	½-.....
Plymouth 6-P-30	20	Reg	PI	6-7	N	BB	BBS-2567-S[10]	1	DS	Int	PE	N	14	CP	157	In	C-F	14.0	13.0	Y	N	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
8-P-31	20	Reg	PC	6-7	N	BB[9]	BBD-2512-S[9]	1	DD[9]	Rmc	PE	N	14	CP	157	In	C-F	21.0	20.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	1 Mo	½-.....
8-P-31 Fury	20	Pre	PC	6-7	N	Car	WCFB-2631-S[11]	2	DF	Rmc	PE	N	14	CP	157	In	C-F	21.0	20.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	1 Mo	½-.....
FORD MOTOR CO.																												
Continental 8-60A	25	Pre	PFC	4½-5½	Std	Car	.....	1	DF	Int	D	N	13½	CP	158	Ex	CFT	25.5	23.0	Y	Y	1 Mo	2-12⅛	1 Mo	1¾-12	N	.....
Ford 6-57A, 57B, 58A, 58B, 73A, 73B	20	Reg	PF	4-5	Opt	Hol	NA	1	DS	N	D	N	13½	CP	157	In	TF	16.0	15.0	Y	Y	1 Mo	2-8⅛	1 Mo	1½-10⅛	N	.....
8-73A, 73B	20	Reg	PF	4-5	Opt	Fo	NA	1	DD	Int	D	N	13½	CP	157	Ex	TF	20.0	19.0	Y	Y	1 Mo	2-8⅛	1 Mo	1½-10⅛	N	.....
8-57A, 57B, 58A, 58B	20	Reg	PF	4-5	Std	Fo	NA	1	DD	Int	D	N	13½	CP	157	Ex	TF	20.0	19.0	Y	Y	1 Mo	2-8⅛	1 Mo	1½-10⅛	N	.....
8-(292 cu. in.) 40A, 40B	20	Reg	PF	4-5	Std	Hol	NA	1	DD	Int	D	N	13½	CP	157	Ex	CFT	21.0	20.0	Y	Y	1 Mo	2-8⅛	1 Mo	1¾-10⅛	1 St	⅝-41¼
8-(312 cu. in.) 40A, 40B	20	Reg	PF	4-5	Std	Hol	NA	1	DD	Int	D	N	13½	CP	157	Ex	CFT	21.0	20.0	Y	Y	1 Mo	2-8⅛	1 Mo	1¾-10⅛	1 St	⅝-41¼
Lincoln 8-57A, 57B, 58A, 58B, 60A, 60B, 76B	20	Pre	PFC	4½-5½	Std	Car	NA	1	DF	Int	D	N	13½	CP	158	Ex	CFT	25.0	23.0	Y	Y	1 Mo	2-13⅛	1 Mo	1¾-12	N	.....
Mercury 8-57A, 57B, 58A, 58B	20	Pre	PF	4-5	Std	C-H	NA	1	DF	Int	D	N	13½	Ch	157	Ex	C-F	21.0	20.0	Y	Y	1 Mo	2-12	1 Mo	1½-12⅛	1 Mo	½-3⅛
8-75A	20	Pre	PFC	4½-5½	Std	Car	NA	1	DF	Int	D	N	13½	Ch	158	Ex	C-F	24.0	23.0	Y	Y	1 Mo	2-12⅛	1 Mo	1¾-13	1 Mo	⅛-14⅛
GENERAL MOTORS CORP.																												
Buick 8-40	20	Reg	WC	6½	Std	C-S	WGD[13]	1	DD	Int	OB	N	13	Ch	157	In	TC	18.0	16.5	N	Y	1 Mo	1¾-.....	1 Mo	1¾-.....	N	.....
8-50, 60, 70	20	Pre	WC	6½	Std	C-R	AFB[14]	1	DF	Int	OB	N	13	Ch	157	In	TC	18.0	16.5	N	Y	1 Mo	1¾-.....	1 Mo	1¾-.....	N	.....
Cadillac 8-60	20	Pre	.....	5¼-6½	Std	C-R	24795[15]	1	DF	Int	OB	N	13½	Ch	163	In	TC	20.5	19.5	Y	Y	1 Mo	1¾-10¾	1 Mo	1¾-10¼	N	.....
8-62	20	Pre	.....	5¼-6½	Std	C-R	24795[16]	1[16]	DF	Int	OB	N	13½	Ch	163	In	TC	20.5	19.5	Y	Y	1 Mo	1¾-10¾	1 Mo	1¾-10¼	N	.....
8-75	20	Pre	.....	5¼-6½	Std	C-R	24795[15]	1	DF	Int	OB	N	13½	Ch	163	In	TC	21.5	19.5	Y	Y	1 Mo	1¾-10¾	1 Mo	1¾-10¼	N	.....
Chevrolet 6-1500, 2100, 2400	16	Reg	Sc	3½-4½	N	Roc	7009857[17]	1	DS	Int	OW	OB	7	Ch	160	In	Cel	17.0	16.0	Y	Y	1 Mo	1¾-16½	1 Mo	1½-5¼	N	.....
8-(265 cu. in.) 1500, 2100, 2400	16	Reg	Sc	4-5¼	N	Roc	7010647	1	DD	Int	OB	N	7	Ch	160	In	Cel	17.0	16.0	Y	Y	1 Mo	1¾-10¾	1 Mo	1½-13½	N	.....
8-(283 cu. in.) 1500, 2100, 2400	16	Reg	Sc	4-5¼	N	Roc	7010648	1	DD	Int	OB	N	7	Ch	160	In	Cel	17.0	16.0	Y	Y	1 Mo	1¾-10¾	1 Mo	1½-13½	N	.....
8-2934	16½	Reg	Stn	4½-5½	N	C-R	3744925	1	DF	Int	OW	D	7	Ch	160	In	Cel	17.0	16.0	Y	Y	1 Mo	1¾-15	1 Mo	1½-16½	N	.....
Oldsmobile 8-88, Super 88, 98	20	Pre	Sar	5-6	Std	Roc	4-GC	1	DF	Int	D	OB	13½	Ch	157	In	TC	21.0	20.0	Y	Y	1 Mo	1¾-14½	1 Mo	1½-11½	N	.....
Pontiac 8-57-27 Chieftain	20	Reg	PF	4-5	Std	Roc	7009832[26]	1	DD	Int	OE	OB	13½	Ch	170	In	TC	23.1	21.7	Y	Y	1 Mo	2-9¾	1 Mo	1¾-14⅛	2 St	1¼-3⅞
8-57-27 Super Chief, Star Chief, 57-28	20	Reg	PF	4-5	Std	Roc[25]	7009829[25]	1	DF	Int	OE	OB	13½	Ch	170	In	TC	23.1	21.7	Y	Y	1 Mo	2-9¾	1 Mo	1¾-14⅛	2 St	1¼-3⅛
STUDEBAKER-PACKARD CORP.																												
Packard 8-57L	18	Pre	Cer	6-7	N	Str	WW-6-121	1	DD	Int	PP	N	13	Ch	170	In	CT	18.5	17.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
Studebaker 6-57G	18	Reg	Sc	3½-5½	N	Car	WE-2417-S	1	DS	Int	PP	OB	13	Ch	170	In	CT	12.5	11.0	Y	N	1 Mo	1¼-.....	1 Mo	1¼-.....	N	.....
8-57B	18	Reg	Cer	3½-5½	N	Str	WW-6-117	1	DD	Int	PP	OB	13	Ch	170	In	CT	18.5	17.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
8-57H	18	Reg	Cer	3½-5½	N	Str[27]	WW-6-117-A[27]	1	DD[27]	Int	PP[28]	OB[29]	13	Ch	170	In	CT	18.5	17.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	N	.....
8-57H Golden Hawk	18	Pre	Cer	6-7	N	Str	WW-6-121	1	DD	Int	PP	N	13	Ch	170	In	CT	18.5	17.0	Y	Y	1 Mo	1½-.....	1 Mo	1½-.....	N	.....

ABBREVIATIONS

1—13 with air conditioning.
2—Front only; rear, WCFB-2589-S.
4—WW-3-150 with auto. trans.
5—WW-3-160 with auto. trans.
9—Or Stromberg WW-15-23 with std. trans.; Ball and Ball BBD-2513-S or Stromberg WW-15-24 with overdrive; Ball and Ball BBD-2514-S or Stromberg WW-15-25 with auto. trans.
10—BBS-2568-S with overdrive; BBS-2569-S with auto. trans.
11—Front only; rear, WCFB-2632-S.
13—Carter only; Stromberg, WW.
14—Carter only; Rochester, 4-GC.
15—Carter only; Rochester, 7010100; Carter, 24808 and Rochester, 7010101 with air conditioning.
16—Carter only; Rochester, 7010100; Carter 25825 and Rochester 7010302 on the front and Carter 25835 and Rochester 7010300 on the rear of Eldorado models. (Footnote 15 also applies.)
17—7009856 with auto. trans.
25—Rochester 7009830 or Carter AFB-2506-S with auto. trans.
26—7009831 with auto. trans.
27—Classic and Silver Hawk models use Carter WCFB-2574-S with std. trans. or overdrive and WCFB-2575-S with auto. trans. These are four barrel carburetors.
28—Oil bath on Classic and Silver Hawk.
29—None on Classic and Silver Hawk.
BB—Ball and Ball. Bp—By-pass.
Car—Carter. Cel—Cellular.
CF—Cellulose fiber. Cer—Ceramic.
C-F—Cellular tubular or fin and tube.
CFT—Corrugated fin and tube.
Ch—Choke. C-H—Carter or Holley.
CP—Choke-pellet.
C-R—Carter or Rochester.
C-S—Carter or Stromberg.
CT—Cellular-tubular.
D—Dry. DD—Downdraft, dual throat.
DF—Downdraft, four barrel.
DS—Downdraft, single throat.
Ex—External. N—No or none.
Fe—Ford. NA—Not available.
Hol—Holley. OB—Oil bath.
In—Internal. OE—Oiled element.
Int—Integral. Opt—Optional.
Mo—Moulded. OW—Oil wetted.
PC—Plastic and ceramic.
Pe—Pellet. PE—Paper element.
PF—Porous fiber.
PFC—Porous fiber or ceramic.
Pl—Plastic. PM—Porous metal.
PP—Plasticized paper, water repellant and resistant.
Pre—Premium. Reg—Regular.
Rmc—Remote in manifold crossover.
Roc—Rochester Products.
Sar—Saran. Std—Standard.
Sc—Screen. Stn—Strainer.
St—Straight. Str—Stromberg.
TC—Tube and center.
TF—Tube and fin. Y—Yes.
WC—Wire cloth. Zen—Zenith, Ltd.

This 2-page advertisement talks your language—spells out clearly why a new Purolator filter is the best insurance a car can have . . . right now!

This April 8th LIFE ad *TELLS THEM!*

Pages of advertising in LIFE

start Purolator's biggest sales drive at FILTER CHECK TIME!

Purolator launches its national 1957 advertising program with a dramatic, customer-stopping multi-page LIFE ad . . . gives your customers the filter facts that save money for them—and make money for you!

Be sure you have this new material out front where it can work for you. Tie in with the big, sales-stimulating LIFE advertising to remind, stop, and sell your customers a new full-profit Purolator filter.

These Filter Check displays *SELL THEM!*

What a team to clean up with!

PUROLATOR

"Purolator" Reg. U. S. Pat. Off.

OIL AND AIR FILTERS

PUROLATOR PRODUCTS INC., Rahway, N. J.; Toronto, Ontario, Canada

DRIVE BELTS, AND ELECTRICAL SUPPLY SYSTEM

PASSENGER CAR MAKE AND MODEL	DRIVE BELTS: Fan — Number Used	Fan — Angle of V (deg.)	Fan — Outside Length (in.)	Fan — Width (in.)	Generator — Angle of V (deg.)	Generator — Outside Length (deg.)	Generator — Width (in.)	BATTERY: Make	Model	Voltage Rating	Plates per Cell — Amp. Hour Rating	Terminal Grounded	ELECTRICAL SUPPLY SYSTEM — Generator: Make	Model	Type	Ratio—Gen to Cr/s rev. (To — 1)	Regulator: Make	Model	Type	Cut-out Relay: Closing Voltage at Generator R.P.M.	Cut-out Relay: Reverse Current to Open (amp.)	Regulated: Voltage	Regulated: Current	Minimum Generated R.P.M. Required	Voltage Test Conditions: Temperature (deg.)	Voltage Test Conditions: Load	Voltage Test Conditions: Other
AMERICAN MOTORS CORP.																											
Hudson 8-35780	1	38[1]	56 11/32	11/32[3]	SB			AL	11-HS-60	12	11-60	Neg	DR	1102018[4]	Sh	2.34	DR	1119003[5]	CV	12.8-1300	1-3 1/2	14.5	30[6]	2400[7]	H	10 amp	
Metropolitan 4-561, 562	1	32	34 1/2	11/32	SB			Luc	GTW-8-A-2	12	9-51	Pos	Luc	C-39-PV-2	Sh	1.31	Luc	RB-106-2	TC	12.7-13.3-1125	3 1/2-8	15.6-16.2		1000	G8F	OC	
Nash 8-5780	1	38[1]	56 11/32	11/32[3]	SB			AL	11-HS-60	12	11-60	Neg	DR	1102018[4]	Sh	2.34	DR	1119003[5]	CV	12.8-1300	1-3 1/2	14.5	30[6]	2400[7]	H	10 amp	
Rambler 8-5710	1	40	37 1/2[8]	11/32[9]	SB			AL	11-MS-45[10]	12	7-45[11]	Neg	DR	1100304[12]	Sh	2.08	DR	1119122[13]	CV	12.8-1300	1-3 1/2	14.5	25[14]	2775[15]	H	10 amp	
8-5720	1	38[1]	56 11/32	11/32[3]	SB			AL	11-HS-50[10]	12	9-50[11]	Neg	DR	1100304[12]	Sh	2.34	DR	1119122[13]	CV	12.8-1300	1-3 1/2	14.5	25[14]	2775[15]	H	10 amp	
CHRYSLER CORP.																											
Chrysler 8-C-75-1	2	38 1/2	36 1/2	3/8	38 1/2	39 1/4	3/8	AL	12-H-60	12	11-60	Neg	AL	GJC-7012-A	Sh	2.16[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
8-C-75-2	3	38 1/2	43 1/4 76	3/8	38 1/2	39 1/4	3/8	AL	12-H-60	12	11-60	Neg	AL	GJC-7012-A	Sh	2.16[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
8-C-76	3	38 1/2	43 1/4 16	3/8	38 1/2	39 1/4	3/8	AL	12-H-70	12	13-70	Neg	AL	GHM-6001-E	Sh	2.16[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
8-C-76-300	2	38 1/2	36 1/2	3/8	38 1/2	39 1/4	3/8	AL	12-H-70	12	13-70	Neg	AL		Sh	2.16[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
De Soto 8-S-27	1	38 1/2	57 3/4	3/8	SB			A-W	11-HS-50[19]	12	9-50	Neg	AL	GJC-7012-A	Sh	2.00[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
8-S-25, S-26	2[18]	38 1/2	35 1/2	3/8	38 1/2	38 1/2	3/8	A-W	11-HS-60[20]	12	11-60	Neg	AL	GJC-7012-A	Sh	2.16[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
Dodge 8-D-72	1[21]	38 1/2	40	3/8	SB			A-W	11-HS-50[19]	12	9-50	Neg	AL	GJC-7012-A	Sh	2.12	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
8-D-66, D-67, D-70, D-71	1[21]	38 1/2	57 3/4	3/8	SB			Gou	11-OE-53	12	9-53	Neg	AL	GJC-7012-A	Sh	2.00[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
Imperial 8-1M1	3	38 1/2	43 1/4 16	3/8	AL			12	13-70	Neg	AL	GHM-6001-E	Sh	2.16[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
Plymouth 8-P-30	1[21]	38 1/2	40	3/8	SB			A-W	11-HS-50[19]	12	9-50	Neg	AL	GJC-7012-A	Sh	2.00[22]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
8-P-31, P-31 Fury	1[21]	38 1/2	57 3/4	3/8	SB			A-W	11-HS-50[19]	12	9-50	Neg	AL	GJC-7012-A	Sh	2.00[17]	AL	VRX-6201-A	CV	13.0-13.8-1300	0-6	14.3-14.9	30-40	1300	70F	7 amp	RO
FORD MOTOR CO.																											
Continental 8-60A	2	38	46 1/16	1/2	SB			AL		12	13-65	Neg	Fo	FGP-10000-A	Sh	2.25	F-A	FBF-10505-A	C	12.0-12.8	2-6	14.6-15.4	38-42	3000	75F	5 amp	
Ford 8-57A, B; 58A, B; 73A, B	1	38	36	3/8	SB			Var		12	11-55	Neg	Fo	FEG-10000-B	Sh	2.00	F-A		C	12.0-12.8	2-6	14.6-15.4	28-32	3000	75F	5 amp	
8-57A, 57B, 58A, 58B, 73A, 73B	1	38	44 1/2	3/8	SB			Var		12	11-55	Neg	Fo	FEH-10000-B	Sh	2.00	F-A		C	12.0-12.8	2-6	14.6-15.4	28-32	3000	75F	5 amp	
8-40A, 40B	1	38	45 7/8	1/2	SB			Var		12	11-55	Neg	Fo	FEJ-10000-C	Sh	2.00	Fo	FEJ-10505-B	C	12.0-12.8	2-6	14.6-15.4	28-32	3000	75F	5 amp	
Lincoln 8-57A, B; 58A, B; 60A, B; 76B	2	38	46 1/4	1/2	SB			Var		12	13-70	Neg	Fo	FGP-10000-B	Sh	2.26	F-A	FEL10505B-C	C	12.0-12.8	2-4	14.6-15.4	28-32	3000	75F		
Mercury 8-57A, 57B, 58A, 58B	1	38	44 1/2	3/8	SB			Var		12	11-55	Neg	Fo		Sh	2.00	F-A		C	12.0-12.8	2-6	14.6-15.4	28-32	3000	75F	5 amp	
8-75A	2	38	46 1/4	1/2	SB			Var		12	13-70	Neg	Fo		Sh	2.00	F-A		C	12.0-12.8	2-6	14.6-15.4	28-32	3000	75F	5 amp	
GENERAL MOTORS CORP.																											
Buick 8-40, 50, 60, 70	1	38	53	3/8	SB			DR		12	11-70	Neg	DR	1102066	Sh	2.40	DR	1119168	CV	11.8-13.6	1-6	14.0-15.0	32-38	2600	150F	10 amp	BC
Cadillac 8-60, 62	1	40	57 1/4	3/8	SB			DR		12	11-70	Neg	DR	1102086	TP	2.15	DR	1119002	CV	11.0-13.6	0-4	14.0-15.0	NA	2150	NA	NA	NA
8-75	1	40	57 1/4	3/8	SB			DR		12	11-70	Neg	DR	1102086[23]	TP	2.15	DR	1119002[24]	CV	11.0-13.6	0-4	14.0-15.0	NA	2150	NA	NA	NA
Chevrolet 6-1500, 2100, 2400	1	41	40 1/2	3/8	SB			DR	2-SMR-53-W	12	9-53	Neg	DR	1100326	Sh	2.31	DR	1119000	CV	12.8-1300	NA	14.5	25	2900	Op	10 amp	N
6-1500, 2100, 2400	1	41[25]	54 1/4 26	3/8 27	SB			DR	2-SMR-53-W	12	9-53	Neg	DR	1100321[26]	Sh	2.31	DR	1119000[29]	CV	12.8-1300	NA	14.5	25[30]	2900	Op	10 amp	N
6-2934	1	41	54 3/4	3/8	SB			DR	2-SMR-53-W	12	9-53	Neg	DR	1120043	Sh	2.00	DR	1119001	CV	12.8-13.6	NA	14.5	30	2950	Op	10 amp	N
Oldsmobile 8-88, Super 88, 98	1	38	57 1/2	3/8	SB			DR	3-KMR-70	12	11-70	Neg	DR	1102085	Sh	2.24	DR	1119001	CV	12.8	0-4	14.5	30	3200	80F	10 amp	CR
Pontiac 8-57-27, 57-28	1	38	50 1/16	3/8	SB			DR	458[31]	12	9-53[32]	Neg	DR	1100304	Sh	2.47	DR	1119000	CV	11.8-13.6	NS	14.3	25	2650	H	IIL	FR
STUDEBAKER-PACKARD CORP.																											
Packard 8-57L	1	38	57	3/8	SB			Wil	HDW-2SM-50	12	9-50	Neg	DR	1102003	Sh	2.09	DR	1119123	CV	11.8-14.2	0-1/2	14.7-15.7	30	2200	70F	10 amp	3500R
Studebaker 6-57G	1	38	40	3/8	SB			Wil	HDW-2SM-50	12	9-50	Neg	AL	GJC-7002-F	Sh	1.84	AL	VRX-6008-A	CV	13.0-13.7	0-1/2	14.2-14.9	30	2200	70F	10 amp	3500R
8-57B, 57H	1	38	57	3/8	SB			Wil	HDW-2SM-50	12	9-50	Neg	DR	1102003	Sh	2.09	DR	1119123	CV	11.8-14.2	0-1/2	14.7-15.7	30	2200	70F	10 amp	3500R

ABBREVIATIONS

1—Or 40.
2—Or 56 3/8.
3—Or 3/4.
4—1102070 with air conditioning.
5—1119168 with air conditioning.
6—35 with air conditioning.
7—2650 with air conditioning.
8—Or 37.
9—Or 3/8.
10—11-HS-60 with air conditioning.
11—11-60 with air conditioning.
12—1102018 with air conditioning.
13—1109003 with air conditioning.
14—30 with air conditioning.
15—2400 with air conditioning.
16—Also drives power steering pump.
17—2.12 with air conditioning.
18—Three with power steering or air conditioning; four with both.
19—Willard, HO-11-50.
20—Willard, HO-11-60.
21—Two with power steering; three with air conditioning; four with both.
22—2.12 with power steering.
23—1102060 with air conditioning.
24—1119162 with air conditioning.
25—400 with fuel injection.
26—54 1/8 with fuel injection.
27—3/4 with fuel injection.
28—1102042 with fuel injection.
29—1119001 with fuel injection.
30—30 with fuel injection.
31—558 with auto. trans.
32—60 with auto. trans.
amp—Amperes.
AL—Auto-Lite.
A-W—Auto-Lite or Willard.
BC—Battery must be in circuit for voltage check.
C—Three coil.
CR—Cycle regulator.
CV—Current and voltage control.
DR—Delco-Remy.
F—Degrees fahrenheit.
F-A—Ford or American Bosch.
Fo—Ford.
FR—Fixed resistance method.
Gou—Gould.
H—Hot.
IIL—Ignition and instrument load only.
Luc—Lucas.
N—No or none.
NA—Not available.
Neg—Negative.
NS—Not specified.
OC—Open circuit.
Op—Operating.
Pos—Positive.
R—Revolutions per minute.
RO—Rated output.
SB—Same belt used to drive fan and generator.
Sh—Shunt.
TC—Temperature compensated.
TP—Two pole.
Var—Various.
Wil—Willard.

GET IT FROM YOUR BLUE STREAK JOBBER

BLUE STREAK BATTERY CABLES & IGNITION WIRE SETS

for complete listing write for **Battery Cable Wall Chart No. F605**

BLUE STREAK

STANDARD MOTOR PRODUCTS, INC. 37-18 Northern Blvd., L. I. City 1, N.Y.

CAR, YEARS AND MODELS	Battery to Switch	Battery to Ground	Switch to Starter	Eng. to Ground	Ignition Cable Set	Battery Hold-Down
BUICK						
1941-47 8-All	A16-1	B14			●8DN	RH4X
1948 8-All	A12-1	B9		B9G	●8DN	RH4X
1949-52 8-All	A16-1	B9		B9G	●8DN	RH4X
1953 8-40	A16-1	B9		B9G	●8DN	RH4X
1953 8-50, 70	A12-1	A16-1	A32-1L		●8DN	RH8X
1954 8-All	A19-1	A19-1	A32-1L	B9G	●8DN	RH8X
1955 8-All	A19-1	A19-1	A32-1L	B9G	●8DN	RH10X
1956 8-All	A19-1	A19-1	A32-1L		8BN	RH10X
1957 8-All		A22-4				RH10X
CADILLAC						
1946-47 V-8-60S, 62	A12-1	B17		B9G	●8DN	RH3X
1946-48 V-8 All Others	A12-1	B11		B9G	●8DN	RH3X
1949 All	A12-1	B17[16]		B12G[16]	8BN	RH3X
1950-52 All	A28-1	A30-1[17]		B9G[17]	8BN	RH3X
1953 All	A37-1	A30-1[17]		B9G[17]	8JN	
1954-55 All	A23-1	B25[18]		B9G[18]	8JN	RH8X
1956 All	A23-1	B27E			8JN	
1957 All		B22E		B9G	8JN	
CHEVROLET						
1946-48 All	A14-1D	B17			●6GN	RH5X
1949-54 All	A42-1	B14			●6GN	RH5X
1955-56 6-All	A30-6	B8C			●6GN	RH9X
1955 V-8 All	A42-6	B8C			8JN	RH9X
1956 8-w o Air Cond.	A42-6	B8C			8JN	RH9X
1956 8-w Air Cond.	A42-6	B25[18]		B9G[18]	8JN	RH9X
1957 6-All		B8C			●6GN	RH9X
1957 8-w o Air Cond.		B8C				RH9X
1957 8-w Air Cond.						RH9X
CHRYSLER						
1949-50 All 6 cyl.	A28-1	B17			●6EN	RH7X
1949-50 All 8 cyl.	A30-1	B17			●8DN	RH7X
1951-52 All 6 cyl.	A12-1	A19-1	A32-1L		●6EN	RH7X
1951-52 All 8 cyl.	A12-1	A19-1	A32-1L		8JN	RH7X
1953 All 6 cyl. w.o. T.C.	A37-1	B20			●6EN	RH7X
1953 All 6 cyl. with T.C.	A16-1	B20	A32-1L		●6EN	RH7X
1953-54 All 8 cyl.	A12-1	A19-1	A32-1L		8JN	RH7X
1954 All 6 cyl.	A37-1	A19-1	A32-1L		●6EN	RH7X
1955 All 8 cyl.	A42-1	A19-1			8JN	RH7X
1956 All	A40-4M	A28-4K			8JN	
1957 All					8JN	
DE SOTO						
1942 All	A28-1	A23-1			●6EN	RH7X
1946-48 All	A37-1	A23-1			●6EN	RH7X
1949-50 All	A28-1	A16-1			●6EN	RH7X
1951-53 6 cyl. (early '53)	A30-1	A16-1	A18-1L		●6EN	RH7X
1952-54 8 cyl.	A12-1	A19-1	A32-1L		8JN	RH7X
1953-54 6 cyl. (late '53)	A37-1	A19-1	A32-1L		●6EN	RH7X
1955 8 cyl.	A42-1	A19-1			8JN	RH7X
1956 All	A40-4M	A28-4K			8JN	
1957 All					8JN	
DODGE						
1946-48 All	A16-1	A23-1	A18-1L		●6EN	RH6X
1949-50 All	A16-1	B17	A18-1L		●6EN	RH6X
1951-52 All 6 cyl.	A16-1	A16-1	A18-1L		●6EN	RH6X
1953-54 All 8 cyl.	A16-1	A16-1	A18-1L		8JN	RH6X
1953-54 All 6 cyl.	A16-1	A19-1	A18-1L		●6EN	RH6X
1955 All 8 cyl.	A16-1	A19-1			8JN	RH6X
DODGE Cont.						
1955 All 6 cyl.	A16-1	A19-1			●6EN	RH6X
1956 6-All	A20-4K	A20-4K	A24-4L		●6EN	
1956 8-All	A20-4K	A20-4K	A24-4L		8JN	
1957 6-All					6CN	
1957 8-All					8JN	
FORD, MERCURY						
1940-41 V-8 & Mercury	A16-1	B7	A18-1L	B9G	8FN[3]	RH3X
1941-47 6 thru "G" Eng.	A30-1	A19-1	A18-1L	B9G	6CN	RH3X
1942-48 V-8 & Mercury	A16-1	B7	A18-1L	B9G	8GN[3]	RH3X
1947-48 6 cyl. "H" Eng.	A12-1	B17	A18-1L	B9G	6HN	RH3X
1949-51 6 cyl. Ford	A16-1	B25	A49-1L		●6EN	RH3X
1949-51 V-8, Ford	A16-1	B25	A49-1L		●8HN	RH3X
1949-51 Mercury	A16-1	B17	A49-1L		●8HN	RH3X
1952-53 All 6 cyl.	A16-1	A23-1	A18-1L		●6GN	RH3X
1952-53 V-8 & Mercury	A16-1	A23-1	A18-1L		●8HN	RH3X
1954 All 6 cyl.	A12-1	A23-1	A32-1L		●6EN	RH11X
1954 V-8 & Mercury	A12-1	A23-1	A32-1L	B12G[4]	8BN	RH11X
1955 V-8 & Mercury	A16-1	A23-1	A32-1L	B12G	8BN	RH11X
1955 All 6 cyl. Ford	A16-1	A19-1	A32-1L	B12G	●6EN	RH11X
1956 6-All	A15-4N	A22-4	A24-4L		●6EN	
1956 8-w o Air Cond.	A15-4N	A22-4	A24-4L		8BN	
1956 8-w Air Cond.	A15-4N	A42-1	A24-4L		8BN	
HUDSON (Rambler—See Nash)						
1951-53 All 6 cyl. except Wasp & Jet	A12-1	B14	A32-1L	B9G	6CN	RH3X
1951-52 All 8 cyl.	A12-1	B14	A32-1L	B9G	8JN	RH3X
1952-53 All Wasp 6 cyl.	A12-1	B17	A32-1L	B9G	6CN	RH3X
1953 Jet, Super Jet	A19-1	B17	A18-1L		●6EN	RH3X
1954 Wasp, Hornet	A12-1	B14	A32-1L	B9G	●6EN	RH3X
1954 Jet	A16-1	B17	A18-1L		●6EN	RH3X
1955 6-Wasp	A16-1	B17			●6EN	
1955 6-Hornet	A19-1	B20			●6EN	
1955 8-Hornet	A42-1	B14			8JN	
1956 6-Wasp	A23-1	A30-1	A18-1L		6CN	
1956 6-Hornet	A23-1	A28-1	A18-1L		6CN	
1956 8-Hornet	A37-1	A23-1			8JN	
1957 8-Hornet	A58-1	A28-1			8JN	
LINCOLN						
1946-48 V-12	A12-1	A19-1			6CN[5]	
1949 All	A16-1	B17	A32-1L		8GN[3]	
1950 All	A23-1	B17			8GN[3]	
1951 All exc. Cosmo.	A23-1	B14	A18-1L		●8DN	
1952-55 All V-8	A23-1	A19-1	A18-1L		8BN	
1956-57 All exc. Cont.	A22-4		A24-4L		8BN	
NASH						
1949-50 States, & 600	A37-1	A19-1	A18-1L	B12G	●6EN	RH5X
1951 Rambler	A28-1	A37-1	A18-1L		●6EN	RH5X
1951 States, (Autom.)	A53-1	A16-1			●6EN	RH5X
1951 States, Std., O.D.	A37-1	A19-1	A18-1L	B12G	●6EN	RH5X
1952-53 Rambler	A28-1	A28-1	A18-1L		●6EN	RH5X
1952-53 States, (Autom.)	A37-1	A16-1	A18-1L		●6EN	RH5X
1952-53 States, Std., O.D.	A42-1	A16-1	A18-1L		●6EN	RH5X
1954 States, (Autom.)	A23-1	A16-1	A18-1L		●6EN	RH5X
1954 States, (Std.)	A47-1	A16-1	A18-1L		●6EN	RH5X
1954 Rambler (Autom.)	A19-1	A16-1	A18-1L		●6EN	RH5X
1954 Rambler (Std.)	A30-1	A16-1	A18-1L		●6EN	RH5X
1955 States, (Autom.)	A16-1	A16-1				RH5X
1953 States, Rambler (Std.)	A30-1	A16-1			●6EN	RH5X
NASH Cont.						
1955 Rambler (Autom.)	A19-1				●6EN	RH5X
1956 6-Rambler	A30-1	A23-1			●6GN	
1956 6-Statesman	A28-1	A30-1			●6GN	
1957 8-Amb.	A58-1	A28-1			8JN	
1957 6-Rambler	A37-1	A23-1		B9G	●6GN	
OLDSMOBILE						
1941-48 All	A16-1	B17		B9G	[2]	RH4X
1949 6-All	A28-1	A19-1		B9G	●6EN	
1949 8-All	A37-1	A19-1		B9G	8GN[3]	RH3X
1950 6-All	A28-1	B17		B9G	●6EN	
1950-52 All 88 & 98	A37-1	B17		B9G	8GN[3]	RH3X
1953 All 88 & 98	A37-1	B25		B9G	8JN	RH8X
1954 All 88 & 98	A16-1	B22E	A32-1L	B9G	8JN	RH8X[19]
1955 All 88 & 98	A14-4	B22E	A32-1L		8JN	
1956 All	A14-4	B22E			8JN	
1957 All		B22E	A32-1L		8JN	
PACKARD						
1946-50 All (exc. Cust.)	A23-1	A28-1			●8DN	RH4X
1946-50 8-Custom	A19-1	A28-1			8BN	RH4X
1951-54 All	A30-1	B25			8GN[3]	
1955 All	A37-1	B20			8JN	
1956 All	A42-1	B17			8BN	
1957 All	A14-4					
PLYMOUTH						
1946-48 All	A16-1	A23-1	A18-1L		●6EN	RH6X
1949-51 All	A16-1	A16-1	A18-1L		●6EN	RH6X
1952-54 All	A16-1	A19-1	A18-1L		●6EN	RH6X
1955 All 8 cyl.	A12-1	A19-1			8JN	RH6X
1955 All 6 cyl.	A12-1	A19-1			●6EN	RH6X
1956 6-All	A20-4K	A20-4K	A24-4L		●6EN	
1956 8-All	A20-4K	A20-4K	A24-4L		8JN	
1957 6-All					6CN	
1957 8-All					8JN	
PONTIAC						
1939-48 All	A16-1	B17			[2]	RH4X
1949 6-All	A28-1	B17			●6EN	RH4X
1949 8-All	A23-1	B17			●8DN	RH4X
1950-54 6-All	A28-1	B14			6HN	RH4X
1950-54 8-All	A23-1	B14			●8DN	RH4X
1955 6-All	A47-4J	B22E			8JN	RH9X
1956-57 All	A36-4P	B22E			8JN	
STUDEBAKER						
1941-46 Champion	A16-1	B7	A18-1L	B9G	●6EN	
1947-49 All	A30-1	B17			●6EN	RH5X
1950 Champion 6 cyl.	A23-1	B17			●6EN	RH5X
1951 Champion	A28-1	B17			●6EN	RH5X
1952 Champion	A28-1	B11			●6EN	RH5X
1953 6 cyl. Hardtop & 5 Pass. Coupe	A28-1	A23-1		B9G	●6EN	RH5X
1953-54 6 cyl. except Hardtop & Coupe	A28-1	B17			●6EN	RH5X
1955 6 cyl. Coupe & Hardtop	A28-1	B25			●6EN	RH5X
1955 6 cyl. Sedan & Sta. Wagon	A28-1	B17			●6EN	RH5X
1956 6-Champion	A22-4	A22-4		B9G	●6EN	
1957 6-Champion	A14-4	A19-1		B9G	6CN	

● Available in Weatherproof set.

[1] T.C. – Torque Converter.

[2] 6 cyl. use ●6EN; 8 cyl. use ●8DN.

[3] When present stock is exhausted use 8GN or 8JN.

[4] Mercury only. [5] Use Two Sets.

[16] B17 & B12G must be used together to replace original strap found on the car.

[17] A-30-1 & B9G must be used together to replace original strap found on the car.

[18] B25 & B9G must be used together to replace original strap found on the car.

[19] For early models only, having 3EE & 3EM Batteries. Late models with 3KM Batteries use RH10X.

(Advertisement)

STARTING AND IGNITION SYSTEMS

PASSENGER CAR MAKE AND MODEL	STARTING SYSTEM: MOTOR: Make	Model	Engine Cranking Speed (RPM)	Test Conditions	Lock Test: Amps.	Lock Test: Volts	Lock Test: Torque (ft. lb.)	No Load Test: Amps.	No Load Test: Volts	No Load Test: RPM (min.)	Starting Procedure	DRIVE: Engagement Type	DRIVE: Number Teeth: Pinion	DRIVE: Number Teeth: Flywheel	DRIVE: Flywheel Tooth Face Width	IGNITION SYSTEM: COIL: Make	Model	Amps.: Engine Stepped	Amps.: Engine Idling	DISTRIBUTOR: Make	Model	Spark Advance Data (at distributor shaft): Centrifugal Advance (Average of Degrees): Start (RPM)	Centrifugal Advance (Average of Degrees): Maximum (at RPM)	Vacuum Advance Start (in Hg.)	Vacuum Advance (max. deg. @ in. Hg.)	Breaker Gap (in.)	Cam Angle (deg.)	Breaker Arm Tension (oz.)
AMERICAN MOTORS CORP.																												
Hudson 8-35780	DR	1107648	NA		435	5.8	10.5	75	10.3	6800	Tik[1]	SA	9	176	.438	DR	1110594	3.75	2.30	DR	1110667	0°-300	19.0°-1900	0°-6.0	11.0°-14.0	.016	30	21
Metropolitan 4-561, 562	Luc	M-35-G-1	325	RT	380	7.5	9.3	45	12.0	8500	Pbd	BT	9	120	.375	Luc	LA-12	2.70	.90	Luc	DM-2	0°-600	7.0°-1700	0°-6.0	12.0°-16.0	.015	30	22
Nash 8-5780	DR	1107648	NA		435	5.8	10.5	75	10.3	6800	Tik[1]	SA	9	176	.438	DR	1110594	3.75	2.30	DR	1110667	0°-300	19.0°-1900	0°-6.0	11.0°-14.0	.016	30	21
Rambler 8-5710	DR	1107647	NA		435	5.8	10.5	75	10.3	6800	Tik[1]	SA	9	149[2]	.438	DR	1115094	3.75	1.70	DR	1110242	0°-325	14.0°-1600	0°-7.0	8.0°-16.5	.016	32	21
8-5720	DR	1107648	NA		435	5.8	10.5	75	10.3	6800	Tik[1]	SA	9	176	.438	DR	1115105	3.75	2.30	DR	1110884	0°-325	20.0°-1700	0°-6.5	13.0°-15.0	.016	30	21
CHRYSLER CORP.																												
Chrysler 8-C-75	AL	MDL-6001	190	CW	225	4.0	6.0	65	4.0	3400	Tik[3]	SS	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBP-4002-A	0°-395	13.0°-2050	0°-10.5	10.5°-16.0	.017	31	19
8-C-76	AL	MDL-6001	150	CW	225	4.0	6.0	65	4.0	3400	Tik[3]	SS	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBK-4304	0°-350	10.0°-2250	0°-8.1	11.0°-16.0	.017	31	19
8-C-76-300	AL	MDL-6001	150	CW	225	4.0	6.0	65	4.0	3400	Tik[3]	SS	9	172	.375	AL	CAH-4001	3.10	2.50	AL	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	.017	31	19
De Soto 8-S-27	AL	MDL-6003	150	CW	225	4.0	6.0	60	4.0	3400	Tik	IFT	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBP-4002	0°-455	8.5°-1700	0°-8.1	9.5°-16.0	.017	31	19
8-S-25	AL	MDL-6001	150	CW	225	4.0	6.0	65	4.0	3400	Tik	SS	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBP-4001	0°-350	10.0°-1700	0°-10.5	15.0°-18.0	.017	31	19
8-S-26	AL	MDL-6001	150	CW	225	4.0	6.0	65	4.0	3400	Tik	SS	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBP-4001-A	0°-355	9.0°-2300	0°-10.5	15.0°-18.0	.017	31	19
Dodge 8-D-72	AL	MDM-6001[4]	150	CW	210[5]	4.0	5.0[5]	50[5]	11.0	3600[5]	Tik	IFT	9	172	.375	AL	CAG-4001	2.40	1.80	AL	IBR-4001	0°-350	8.5°-1800	0°-6.1	9.5°-16.0	.017	39	19
8-D-66, D-67-1, D-70, D-72	AL	MDL-6003	190	CW	225	4.0	6.0	60	11.0	3400	Tik[3]	IFT	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBP-4002[6]	0°-455[6]	8.5°-1700[6]	0°-7.1	13.0°-18.0	.017	31	19
8-D-67-2	AL	MDL-6003	150	CW	225	4.0	6.0	60	11.0	3400	Tik[3]	IFT	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBP-4002-B	0°-350	8.0°-850	0°-7.1	13.0°-18.0	.017	31	19
Imperial 8-1M1	AL	MDL-6001	150	CW	225	4.0	6.0	65	4.0	3400	Ptb	SS	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBK-4304	0°-350	10.0°-2250	0°-8.1	11.0°-18.0	.017	31	19
Plymouth 6-P-30	AL	MDM-6001[4]	150	CW	210[5]	4.0	5.0[5]	50[5]	11.0	3600[5]	Tik	IFT	9	172	.375	AL	CAG-4001	2.40	1.80	AL	IBR-4001	0°-350	8.5°-1800	0°-6.1	9.5°-16.0	.020	39	19
8-P-31-1	AL	MDM-6001	150	CW	210	4.0	5.0	50	11.0	3600	Tik	IFT	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBP-4003-C	0°-350	15.0°-2150	1.0°-6.1	12.5°-15.5	.017	31	19
8-P-31-2, P-31-3	AL	MDM-6001	150	CW	210	4.0	5.0	50	11.0	3600	Tik	IFT	9	172	.375	AL	CAH-4001	3.10	2.50	AL	IBP-4003[7]	0°-500[9]	9.5°-2200[9]	0°-7.1[10]	13.0°-16.0[11]	.017	31	19
8-P-31 Fury	AL	MDM-6001	150	CW	210	4.0	5.0	50	11.0	3600	Tik	IFT	9	172[1]	.375	AL	CAH-4001	3.10	2.50	AL	IBS-4003	0°-350	8.0°-1000	0°-8.1	10.3°-16.0	.017	38	19
FORD MOTOR CO.																												
Continental 8-60A	Fo	FAR-11001-A	165	85F	550	5.0	15.5	85	12.0	4500	Tik	BF	9	152	.375	F-E	FAC12029A	4.50	2.50	Hol	FEK12127C	0°-300	13.5°-2000	.5°-5.0	8.0°-13.0	.015	27	19
Ford 6-57A, B; 58A, B; 73A, B	Fo	FAR-11001-A	165	85F	550	5.0	15.5	85	12.0	4500	Tik	BF	9	146[13]	.375	F-E	FEG12029A	4.50	2.50	Hol	12127A	. . . . .	. . . . .	. . . . .	. . . . .	.025	27	19
8-57A, B; 58A, B; 73A, B	Fo	FAR-11001-A	165	85F	550	5.0	15.5	85	12.0	4500	Tik	BF	9	146[12]	.375	F-E	FEH12029A	4.50	2.50	Hol	FEH12127A	7°-1000	35.0°-4000	6.0°-8.0	22.0°-18.0	.015	27	19
8-60A, 60B	Fo	FEJ-11001-A	165	85F	550	5.0	15.5	85	12.0	4500	Tik	BF	9	146[12]	.375	Fo	FEJ12029A	4.50	2.50		FEJ12127B	7°-1000	35.0°-4000	0°-8.0	22.0°-18.0	.015	27	19
Lincoln 8-57A, B; 58A, B; 60A, B; 73A	Fo	FAR-11001-A	165	85F	550	5.0	15.5	85	12.0	4500	Tik	BF	9	152	.375	F-E	12029A	4.50	2.50	Hol	12127B	4°-800	27.0°-4000	0°-5.0	16.0°-15.0	.015	27	19
Mercury 8-57A, 57B, 58A, 58B, 75A	Fo	. . . . .	165	85F	550	5.0	15.5	85	12.0	4500	Tik[13]	BF	9	146[14]	.375	F-E	. . . . .	4.50	2.50	F-H	. . . . .	2°-800	25.5°-4000	0°-5.0	24.0°-15.0	.015	27	19
GENERAL MOTORS CORP.																												
Buick 8-40, 50, 60, 70	DR	1107667	100	OT	365	3.5	NA	91	10.6	3240	Dap	SOC	9	166	.573	DR	1115100[15]	4.50	2.50	DR	1110670	0°-315	13.3°-1875	0°-7.5	9.8°-14.0	.015	30	21
Cadillac 8-60, 62, 75	DR	1107657		NA	395	3.5		91	10.6	3900	Tik	SSC	9	176	.500	DR	1115082	3.00	1.25	DR	1110678	0°-375	24.0°-4140	0°-9.0	24.0°-14.4	.016	31	21
Chevrolet 6-1500, 2100, 2400	DR	1107652	NA	OT	NA	NA	NA	75	10.3	6900	Tik	PSS	9	168	.414	DR	1115085	4.00	1.80	DR	1112403	0°-300	13.0°-1750	0°-9.0	7.5°-13.0	.019	32	21
8-1500, 2100, 2400	DR	1107664[16]	NA	OT	NA	NA	NA	75	10.3	6900	Tik	PSS	9	168	.414[17]	DR	1115083[18]	4.00	1.80	DR	1110674[19]	0°-375	18.0°-1800	0°-6.0	11.0°-12.8	.NA	30	21
8-2934	DR	1107664	NA	OT	NA	NA	NA	75	10.3	6900	Tik	PSS	9	168	.414	DR	1115081[16]	4.00	1.80	DR	1110691[19]	0°-275	20.0°-1650	N	N	.018	26	21
Oldsmobile 8-88, Super 88, 98	DR	1107665	150	CW	N	N	N	100	10.6	3600	Tik	HOC	9	176	.445	DR	1115104	4.50	2.00	DR	1110683	0°-800	26.0°-4400	0°-5.5	22.0°-17.0	.016	30	21
Pontiac 8-57-27, 57-28	DR	1107661	140	RT	NR	. . .	. . .	83	10.6	4400	Tik	SGO	9	176	.500[20]	DR	1115085	3.50	1.20	DR	1110671	0°-313	13.0°-2150	0°-7.0	11.0°-15.0	.016	30	21
STUDEBAKER-PACKARD CORP.																												
Packard 8-57L	DR	1107650	150	OT	435	5.8	14.0	75	11.0	5000	Tik	BF	9	162	.375	DR	1115096	. . . .	3.80	DR	1110664	0°-300	12.0°-1125	0°-5.0	8.0°-12.0	.016	31	21
Studebaker 8-57G	AL	MBG-4103	170	OT	235	4.0	5.2	55	10.0	5200	Tik	BT	9	124	.375	AL	CAF-4004	. . . .	4.00	AL	IAT-4201	0°-425	7.0°-1400	0°-4.0	9.0°-12.0	.020	39	19
8-57B	DR	1107650[21]	150	OT	435	5.8	14.0	75	11.0	5000	Tik	BF	9	133	.375	DR	1115097	. . . .	3.80	DR	1110864	0°-500	12.0°-1100	0°-5.0	8.0°-11.0	.016	31	21
8-57H	DR	1107650	150	OT	435	5.8	14.0	75	11.0	5000	Tik	BF	9	133	.375	DR	1115087[22]	. . . .	3.80	DR	1110864	0°-300	12.0°-1125	0°-5.0	8.0°-11.0	.016	31	21
8-57H Golden Hawk	DR	1107650	150	OT	435	5.8	14.0	75	11.0	5000	Tik	BF	9	133	.375	DR	1115086	. . . .	3.80	DR	1110864	0°-300	12.0°-1125	0°-5.0	8.0°-11.0	.016	31	21

ABBREVIATIONS

1—Place selector lever in neutral or park and lift with auto. trans.
2—176 with auto. trans.
3—Push neutral transmission push button to "extreme in" position with auto. trans.
4—MDL-6004 with auto. trans.
5—Same as D-66, D-67, D-70 and D-72 with auto. trans.
6—Same as D-67-2 with power package.
7—IBF-4003-A with power package.
8—0°-350 with power package.
9—11.0°-950 with power package.
10—0°-7.2 with power package.
11—9.5°-14.0 with power package.
12—148 with auto. trans.
13—Press "N/S" key on dashboard with auto. trans.
14—152 with auto. trans.
15—To be used in series with resistance unit 1931614.
16—1107660 with auto. trans.
17—.344 with auto. trans.
18—1115107 with fuel injection.
19—1110889 with fuel injection.
20—.450 with auto. trans.
21—1107651 with auto. trans.
22—1115096 on Silver Hawk.

AL—Auto-Lite.
BF—Bendix-Folo-Thru type.
BT—Bendix type.
CW—Completely warmed engine.
Dap—Depress accelerator pedal.
DR—Delco-Remy.
F—Degrees fahrenheit.
F-E—Ford or Essex Wire.
F-H—Ford or Holley. **Fo**—Ford.
HOC—Helical spline sliding gear and over-running clutch.
Hol—Holley.
IFT—Inertia follow through drive.
Luc—Lucas.
N—No or none. **NA**—Not available.
NR—Lock test not recommended.
OT—Operating temperature.
Pbd—Pull button on dash.
PSS—Positive shift solenoid.
Ptb—Push neutral transmission button to "extreme in" position.
RT—Room temperature.
SA—Solenoid actuated.
SGO—Sliding gear and over-running clutch.
SOC—Solenoid with over-running clutch.
SS—Solenoid shift, positive engagement
SSC—Spiral spline and over-running clutch.
Tik—Turn ignition key to extreme clockwise position.

IGNITION TIMING, SPARK PLUGS, AND CLUTCHES

PASSENGER CAR MAKE AND MODEL	IGNITION TIMING		SPARK PLUGS				Cylinder Numbering System and Firing Order	Suppression Type	CLUTCH (PEDAL OPERATED)												
													Facing							Release Bearing	
	Cyl deg. @ RPM	Mark Location	Make and Model	Thread (mm)	Tightening Torque (Ft. lb.)	Gap			Make	Semi-centrifugal	Type Pressure Plate Springs	Total Plate Pressure	Material	Inside Diam. (In.)	Outside Diam. (In.)	Effective Area (Sq. in.)	Thickness (In.)	Number Required	Engagement Cushioning Method	Type	Method of Lubrication
AMERICAN MOTORS CORP.																					
Hudson 8-35780	5B	VD	AL-AL-7-J[1]	14	30	.035	1L,8R,4R,3L,6R,5L,7L,2R	Dis	BB	N	Co	1600		6.5	10.5	106.8	.125	2	CFS	Ba	PL
Metropolitan 4-861, 862	11B	CP	Ch-N-8-B	14	30	.024	1,3,4,2	Gen	BB	N	Co	1020	Mo	5.8	8.0	45.0	.125	2	CFS	CR	N
Nash 8-5780	5B	VD	AL-AL-7-J[1]	14	30	.035	1L,8R,4R,3L,6R,5L,7L,2R	Dis	BB	N	Co	1600		6.5	10.5	106.8	.125	2	CFS	Ba	PL
Rambler 6-5710	TC	VD	AL-AL-7-J[1]	14	30	.035	1,5,3,6,2,4	Ce	BB	N	Co	1300		5.1	8.5	72.2	.135	2	CFS	Ba	PL
6-5720	5B	VD	AL-AL-7-J[1]	14	30	.035	1L,8R,4R,3L,6R,5L,7L,2R	Dis	BB	N	Co	1300		7.0	10.0	80.1	.125	2	CFS	Ba	PL
CHRYSLER CORP.																					
Chrysler 8-C-75-1	6B-500	VD	AL-AR-42	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	BB	N	Co	2013	MWA	6.0	10.0	100.5	.125	2	CFS	Ba	S
8-C-75-2	6B-500	VD	AL-AR-42	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	N												
8-C-76	6B-500	VD	AL-AGR-42	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	N												
8-C-76-300		VD		14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	BB	N	Co	2349	MWA	6.5	11.0	123.4	.125	2	CFS	Ba	S
De Soto 8-S-27	6B-500	FDP	AL-AR-42	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	BB	N	Co	2013	MWA	6.0	10.0	100.5	.125	2	CFS	Ba	S
8-S-28	6B-500	VD	AL-AR-42	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	BB	N	Co	2013	MWA	6.0	10.0	100.5	.125	2	CFS	Ba	S
8-S-26	6B-500	VD	AL-AR-42	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	N												
Dodge 8-D-72	TC-500	VD	AL-AR-51	14	31	.035	1,5,3,6,2,4	SP,Dis	BB[2]	N	Co	1206[3]	MWA	6.0	9.3	77.8	.125[4]	2	CFS	Ba	S
8-D-66, D-67, D-70, D-71	6B-500	FDP	AL-AR-42	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	BB	N	Co	2013	MWA	6.0	10.0	100.5	.125	2	CFS	Ba	S
Imperial 8-1M1	6B-500	VD	AL-AGR-42	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	N												
Plymouth 8-P-30	TC-500	VD[6]	AL-AR-51	14	31	.035	1,5,3,6,2,4	SP,Dis	BB[7]	N	Co	1206[3]	MWA	6.0	9.3	77.8	.125[4]	2	CFS	Ba	S
8-P-31-1	4B-500	FDP	AL-AR-52	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	BB	N	Co	1694	MWA	6.8	10.0	85.5	.125	2	CFS	Ba	S
8-P-31-2, P-31-3	8B-500[5]	FDP	AL-AR-52	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	BB	N	Co	1694	MWA	6.8	10.0	85.5	.125	2	CFS	Ba	S
8-P-31 Fury	8B-500	VD	AL-AR-32	14	31	.035	1L,8R,4R,3L,6R,5L,7L,2R	SP,Dis	BB	N	Co	1895	MWA	6.5	10.5	106.8	.125	2	CFS	Ba	S
FORD MOTOR CO.																					
Continental 8-59A	5B-400	VD	Ch-860	18	25	.034	1R,5L,4R,6L,6L,3R,7L,2R	Dis,Gen,OG,FG,VR,W	N												
Ford 6-57A, 57B, 58A, 58B, 73A, 73B	4B[8]	VD	Ch-870	18	25	.034	1,5,3,6,2,4		Lg	Y	Co	1230	WA	6.0	9.5	85.2	.125	2	TDS	Ba	PL
8-57A, 57B, 58A, 58B, 73A, 73B	3B[8]	VD	Ch-870	18	25	.034	1R,5L,4R,6L,6L,3R,7L,2R		Lg	Y	Co	1395	WA	6.8	10.0	85.5	.125	2	TDS	Ba	PL
8-60A, 60B	3B[8]	VD	Ch-870	18	25	.034	1R,5L,4R,6L,6L,3R,7L,2R		Lg	Y	St	1395	MA	7.0	11.0	113.1	.125	2	TDS	Ba	PL
Lincoln 8-57A, 57B, 58A, 58B, 60A, 60B, 76B	5B	VD	Ch-860	18	25	.034	1R,5L,4R,6L,6L,3R,7L,2R		N												
Mercury 8-57A, 57B, 58A, 58B	3B[9]	VD	Ch-860	18	25	.034	1R,5L,4R,6L,6L,3R,7L,2R		BB	N	SpS	1540	WA	6.5	10.5	106.8	.125	2	BD	Ba	PL
8-75A	6B	VD	Ch-860	18	25	.034	1R,5L,4R,6L,6L,3R,7L,2R		N												
GENERAL MOTORS CORP.																					
Buick 8-40	5B	HB	AC-44	14	25	.033	1R,2L,7R,6L,4L,5R,6L,3R	HT,Co,Gen,VR	Lg	Y	Co	1545	Wo	7.0	11.0	113.0	.125	2	Spr	Ba	S
8-50, 60, 70	5B	HB	AC-44	14	25	.033	1R,2L,7R,6L,4L,5R,6L,3R	HT,Co,Gen,VR	N												
Cadillac 8-60, 62, 75	5B-400	CB	AC-44	14	23	.035	1L,8R,4R,3L,6R,5L,7L,2R	Dis,Gen,Co,VR	N												
Chevrolet 6-1500, 2100, 2400	TC-47S	Fly	AC-44	14	20	.036	1,5,3,6,2,4	HT	Chev	N	Dia	1425[10]	MWA	6.0[11]	9.5[12]	85.2[13]	.125	2	Spr	Ba	S
8 265 cu. in. 1500, 2100, 2400	4B-47S	VD	AC-44	14	23	.036	1L,8R,4R,3L,6R,5L,7L,2R	HT	Chev	N	Dia	1550[15]	MWA	6.0[11]	10.0[12]	100.5[13]	.125	2	Spr	Ba	S
8 283 cu. in. 1500, 2100, 2400	4B-47S	VD	AC-44	14	23	.036	1L,8R,4R,3L,6R,5L,7L,2R	HT	BB[14]	Y	Co	1610	WA	6.5	10.0	80.7	.135	2	Spr	Ba	S
8-2934	4B-47S[16]	VD	AC-44	14	23	.036	1L,8R,4R,3L,6R,5L,7L,2R	HT	BB	Y	Co	1610	WA	6.5	10.0	80.7	.135	2	Spr	Ba	S
Oldsmobile 8-88, Super 88	5B-850	CP	AC-44	14	26	.030	1L,8R,7L,3L,6R,5L,4R,2R	HT	Lg	Y	Cm	1540	WM	7.0	11.0	86.5	.137	2	Spr	Ba	F
8-98	5B-850	CP	AC-44	14	26	.030	1L,8R,7L,3L,6R,5L,4R,2R	HT	N												
Pontiac 8-57-27, 57-28	6B-450	HBP	AC-45	14	25	.036	1L,8R,4R,3L,6R,5L,7L,2R	HT,W,Gen,VR	BB[17]	N	Co	1938	WMA	7.0	10.5	96.2	.125	2	Spr	Ba	S
STUDEBAKER-PACKARD CORP.																					
Packard 8-57L	4B-600	VD	Ch-H-10	14	26	.036	1L,8R,4R,3L,6R,5L,7L,2R	Co,Gen,VR,Dis	BB	N	Co	2054	MA	6.5	10.5	107.0	.125	2	Spr	Ba	PL
Studebaker 6-57G	2B-550	VD	Ch-J-7	14	26	.031	1,5,3,6,2,4	Co,Gen,VR,Dis	BB	N	Co	1170	MA	6.1	9.1	72.0	.125	2	Spr	Ba	PL
8-57B	4B	VD	Ch-H-11	14	26	.036	1L,8R,4R,3L,6R,5L,7L,2R	Co,Gen,VR,Dis	BB	N	Co	1594	MA	6.0	10.0	100.0	.125	2	Spr	Ba	PL
8-57H	4B	VD	Ch-H-11	14	26	.036	1L,8R,4R,3L,6R,5L,7L,2R	Co,Gen,VR,Dis	BB	N	Co	1734	MA	6.5	10.3	89.0	.125	2	Spr	Ba	PL
8-57H Golden Hawk	4B	VD	Ch-H-10	14	26	.036	1L,8R,4R,3L,6R,5L,7L,2R	Co,Gen,VR,Dis	BB	N	Co	2054	MA	6.5	10.5	107.0	.125	2	Spr	Ba	PL

Release Bearing		Torsional Dampening	
Method	Friction Material	Method	Friction Material
Spr	SS	CS	
Spr	SS	CS	
Spr	SS	CS	
Spr	SS	CS	
Spr	SS	CS	
CS			
CS			
CS			
CS			
CS			
CS			
CS			
CS			
CS			
CS			
Spr	St	TDS	
Spr	St	TDS	
Spr	St	TDS	
Spr			
Spr			
Spr	Wo		
Spr			
Spr	N		
Spr	N		
Spr	N		
Spr	N		
Spr	St		
CF	SS		
CS	SW		
CS	SW		
CS	SW		
CS	SW		
CS	SW		

ABBREVIATIONS

1—Or Champion H-10-64-D.
2—Auburn optional.
3—1280 with Auburn.
4—.114 with Auburn.
5—4B-500 with power package.
6—Fan drive pulley on P-30-1.
7—Auburn optional when overdrive is not used.
8—6B with auto. trans.
9—5B with auto. trans.
10—1600 optional.
11—6.5 optional.
12—11.0 optional.
13—123.7 optional.
14—Used with one or two four barrel carburetors or fuel injection only.
15—1700 optional.
16—12B-47S with two four barrel carburetors and optional camshaft or fuel injection and optional camshaft.
17—Long driven member.

AC—A.C. Spark Plug Div.
AL—Auto-Lite.
B—Before top center.
Ba—Ball.
BB—Borg and Beck.
BD—Borglite disc with vibrations damper.
CB—Crankshaft balancer.
CF—Coil springs and friction.
CFS—Crimped flat springs.
Ch—Champion. **Cm**—Compression.
Chev—Chevrolet. **Co**—Coil.
CP—Crankshaft pulley.
CR—Carbon ring. **Dia**—Diaphragm.
CS—Coil springs. **Dis**—Distributor.
F—Grease fitting.
FDP—Fan drive pulley.
FG—Fuel gauge.
Fly—Flywheel.
Gen—Generator.
HB—Harmonic balancer.
HBP—Harmonic balancer pulley.
HT—High tension cables.
L—Left bank.
Lg—Long Mfg.
MA—Moulded asbestos.
Mo—Moulded.
MWA—Moulded woven asbestos.
N—No or none.
OG—Oil gauge.
PL—Pre-lubricated.
R—Right bank.
S—Sealed.
SP—Spark plugs.
SpS—Spring steel.
Spr—Springs.
SS—Steel on steel.
St—Steel.
SW—Steel washers.
TC—Top center.
TDS—Torbend disc with spring vibration damper.
VD—Vibration dampener.
VR—Voltage regulator.
W—Wheels.
WA—Woven asbestos.
WM—Woven moulded.
Wo—Woven.
Y—Yes.

GET IT FROM YOUR BLUE STREAK JOBBER

Heavy duty BLUE STREAK IGNITION *tune up parts*

for complete listing write for **IGNITION WALL CHART F597**

BLUE STREAK

STANDARD MOTOR PRODUCTS, INC. 37-18 Northern Blvd., L. I. City 1, N.Y.

PASSENGER CAR YEAR AND MODELS	DISTRIBUTOR PARTS					STARTER	GENERATOR		SWITCHES		
	Blue Streak Point Set	Distributor Head	Rotor	Blue Streak Condenser	Blue Streak & Standard Ignition Coil	Brush Set	Brush Set	Blue Streak Voltage Reg. or Cutout	Starter	Stop-light	Blue Streak Dimmer
BUICK											
52-53 8-1952, All; 1953, 60	DR-2236X	DR-196	DR-307	UDR-3X	UC-500R☆	RX-37	RX-58	VR-347X		SLS-27	DS-40X
53 8-12 Volt, 50, 70	DR-2437X	DR-427	DR-306	UDR-3X	DR-2X	RX-45	RX-58	VR-410X		SLS-27	DS-40X
54-55 8-12 Volt, All	DR-2437X	DR-427	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[57]	SLS-27	DS-40X
56 8-12 Volt, All	DR-2437X	DR-427	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[57]	SLS-30	DS-40X
57 8-12 Volt, All	DR-2236X	DR-429	DR-311	UDR-7X	DR-4X	RX-60	RX-58	VR-416X		SLS-30	DS-40X
☆The "Standard" equivalent is DR-1R											
CADILLAC											
53 8-12 Volt, All	DR-2236X	DR-427	DR-306	UDR-3X	DR-2X	RX-45	RX-58	VR-410X		SLS-00	DS-40X
54 8-12 Volt, All	DR-2236X	DR-427	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[57]	SLS-00	DS-40X
55 8-12 Volt, All	DR-2236X	DR-427	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[57]	SLS-00	DS-40X
56 8-12 Volt, All	DR-2238X	DR-429	DR-310	UDR-7X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[57]	SLS-47	DS-40X
57 8-12 Volt, All	DR-2238X	DR-429	DR-310	UDR-7X	DR-2X	RX-60	RX-58	VR-416X[10]		SLS-47	DS-40X
CHEVROLET											
49-52 6-All	DR-1827X	DR-413	DR-156	UDR-3X	UC-500R☆	RX-37	RX-51[14]	VR-341X[75]	SSC-2[15]	SLS-00[16]	DS-40X
53 6-All	DR-2227X	DR-428	DR-306	UDR-3X	UC-500R☆	RX-37	RX-58	VR-347X	SSC-2[15]	SLS-41	DS-40X
54 6-All	DR-2227X	DR-428	DR-306	UDR-6X	UC-500R☆	RX-37	RX-58	VR-347X	SSC-2[15]	SLS-41	DS-40X
55-56 8-12 Volt, All	DR-2227X	DR-428	DR-306	UDR-6X	DR-2X	RX-60	RX-63	VR-411X[4]	SSC-3[57]	SLS-42	DS-53X
55-56 8-12 Volt, All	DR-2437X	DR-427	DR-309	UDR-3X	DR-3X	RX-60	RX-63	VR-411X[4]	SSC-3[57]	SLS-42	DS-53X
57 6-12 Volt, All	DR-2227X	DR-428	DR-306	UDR-6X	DR-2X	RX-60	RX-63	VR-411X		SLS-42	DS-67
57 8-12 Volt, All	DR-2236X	DR-429	DR-311	UDR-7X	DR-3X	RX-60	RX-63	VR-410X[93]		SLS-42	DS-67
☆The "Standard equivalent is DR-1R											
CHRYSLER											
53 6-C60	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T[23]	EX-57	VR-324X		SLS-28	DS-47X
53 8-C56	AL-5055X-2	AL-131	AL-99	AL-113X[25]	UC-500R★	EX-18T[23]	EX-57	VR-324X		SLS-28	DS-47X
54 6-C62	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T	EX-57	VR-324X		SLS-28	DS-47X
54 8-C63	AL-5055X-2	AL-131	AL-99	AL-113X	UC-500R★	EX-18T	EX-57	VR-324X		SLS-28	DS-47X
54 8-C64	AL-5055X-2	AL-131	AL-99	AL-113X	UC-500R★	EX-18T	EX-57	VR-326X[25]		SLS-28	DS-47X
55 8-Windo., N.Y.	AL-5055X-2	AL-131	AL-99	AL-113X	UC-500R★	EX-18T	EX-57[67]	VR-324X		SLS-29	DS-47X
56 8-12 V.	AL-5255X	AL-135	AL-153	AL-113X	AL-4KX	EX-75	EX-74	VR-415X		SLS-29	DS-47X
57 8-12 V. Windo., Saratoga	AL-5384X	AL-135	AL-153	AL-115X	AL-4KX	EX-76	EX-74[94]	VR-415X		SLS-29	DS-66
57 8-12 V. N. Y'kr., Imperial	AL-5255X§	AL-135	AL-153	AL-113X	AL-4KX	EX-76	EX-57	VR-415X		SLS-29	DS-66
★The "Standard" equivalent is AL-3J											
DE SOTO											
50 6-All, exc. IAT Dist.	AL-5057X	AL-130	AL-98	AL-101X	UC-500R★	EX-18T	EX-57	VR-324X		SLS-25	DS-47X
50-54 6-All, IAT Dist.	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T	EX-57	VR-324X		SLS-25[29]	DS-47X
52-54 8-All	AL-5055X-2	AL-131	AL-99	AL-113X[25]	UC-500R★	EX-18T	EX-57	VR-324X		SLS-25[29]	DS-47X
55 8-All	AL-5055X-2	AL-131	AL-99	AL-113X	UC-500R★	EX-18T	EX-57[67]	VR-324X		SLS-29	DS-47X
56 8-12 V. All	AL-5255X	AL-135	AL-153	AL-113X	AL-4KX	EX-75	EX-74	VR-415X		SLS-29	DS-47X
57 8-12 V. All	AL-5384X	AL-135	AL-153	AL-115X	AL-4KX	EX-76	EX-74	VR-415X	SS-567[96]	SLS-29	DS-66
★The "Standard" equivalent is AL-3J											

PASSENGER CAR YEAR AND MODELS	DISTRIBUTOR PARTS					STARTER	GENERATOR		SWITCHES		
	Blue Streak Point Set	Distributor Head	Rotor	Blue Streak Condenser	Blue Streak & Standard Ignition Coil	Brush Set	Brush Set	Blue Streak Voltage Reg. or Cutout	Starter	Stop-light	Blue Streak Dimmo
DODGE											
50 6-All, exc. IAT Dist.	AL-5057X	AL-130	AL-98	AL-101X	UC-500R★	EX-18T	EX-57	VR-324X	SS-549	SLS-25	DS-47X
50-53 6-All IAT Dist.	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T	EX-57	VR-324X	SS-549	SLS-25[29]	DS-47X
53 8-All	AL-5055X-2	AL-131	AL-99	AL-113X[25]	UC-500R★	EX-18T	EX-57	VR-324X	SS-549	SLS-28	DS-47X
54 6-All	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T	EX-57	VR-324X	SS-549	SLS-28	DS-47X
54 8-All	AL-5055X-2	AL-131	AL-99	AL-113X	UC-500R★	EX-18T	EX-57	VR-324X	SS-549	SLS-28	DS-47X
55 6-All	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T	EX-57[92]	VR-324X	SS-549[55]	SLS-29	DS-47X
55 8-All	AL-5055X-2	AL-131	AL-99	AL-113X	UC-500R★	EX-18T	EX-57[92]	VR-324X	SS-549[55]	SLS-29	DS-47X
56 6-12 V. All	AL-4652X	AL-133	AL-151	AL-111X	UC-500-12●	EX-75	EX-74	VR-415X	SS-566[54]	SLS-29	DS-47X
56 8-12 V. All	AL-5255X	AL-135	AL-153	AL-113X	AL-4KX	EX-75	EX-74	VR-415X	SS-566[54]	SLS-29	DS-47X
57 6-12 V. All	AL-4652X	AL-133	AL-151	AL-115X	AL-5J	EX-76	EX-74	VR-415X	SS-566[54]	SLS-29	DS-66
57 8-12 V. All	AL-5384X	AL-135	AL-153	AL-115X	AL-4KX	EX-76	EX-74	VR-415X	SS-566[54]	SLS-29	DS-66
★The "Standard" equivalent is AL-3J											
●The "Standard" equivalent is ..... UC-350-12 or AL-5J											
FORD											
49-50 6-All	FD-8081XV[53]	FD-124	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-558	SLS-27	DS-50X
49-50 8-All	FD-8081XV[53]	FD-125	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-558	SLS-27	DS-50X
51 6-All	FD-8081XV[53]	FD-124	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-571[29]	SLS-27	DS-50X
51 8-All	FD-8081XV[53]	FD-125	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-571[29]	SLS-27	DS-50X
52-53 6-All	FD-8081XV[53]	FD-124	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-571	SLS-27	DS-50X
52-53 8-All	FD-8081XV[53]	FD-125	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-571	SLS-27	DS-50X
54 6-All	FD-8081XV[53]	FD-124	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-571	SLS-27	DS-50X
54-55 8-All	FD-8182XV[53]	FD-125	FD-105	FD-75X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-571	SLS-27	DS-50X
55 6-All	FD-8081XV[53]	FD-124	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[53]	SS-571	SLS-27	DS-50X
56 6-12 V. All	FD-8081XV[53]	FD-124	FD-105	FD-74X	FD-471X	FX-5TS	FX-14	VR-414X	SS-565	SLS-27	DS-50X
56 6-12 V. All	FD-8182XV[53]	FD-125	FD-105	FD-75X	FD-471X	FX-5TS	FX-14	VR-414X	SS-565	SLS-27	DS-50X
57 6-12 V. All	FD-8081XV[53]	FD-124	FD-105	FD-74X	FD-471X	FX-5TS	FX-14	VR-414X	SS-565	SLS-27	DS-43
57 8-12 V. All	FD-8183XV	FD-129	FD-106	FD-76X	FD-471X	FX-5TS	FX-14	VR-414X	SS-565	SLS-27	DS-43
HUDSON (Rambler—See Nash)											
54 6-All	AL-4652X	AL-133	AL-152	AL-111X	UC-500R★	EX-18S[12]	EX-62	VR-323X	SS-570[51]	SLS-27	DS-47X
55 6-Wasp, Horn.	AL-4652X	AL-133	AL-152	AL-115X	UC-500R★	EX-18S[90]	EX-74	VR-324X	SS-570[51]	SLS-27	DS-47X
55 8-Hornet	AL-5677X§	AL-131	AL-99	AL-116	UC-500R★	EX-18T	EX-74	VR-324X		SLS-27	DS-47X
56 6-12 V. Wasp, Hornet	AL-4652X	AL-133	AL-152	AL-115X	UC-500-12●	EX-75[56]	EX-74	VR-415X	SS-547	SLS-27	DS-53X
56 8-12 V. Wasp	DR-2236X	DR-427	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-411X	SSC-3[57]	SLS-27	DS-53X
56 8-12 V. Hor.	AL-5677X§	AL-131	AL-99	AL-116	AL-4KX	EX-75	EX-74	VR-415X		SLS-27	DS-53X
57 8-12 V. Hor.	DR-2238X	DR-429	DR-310	UDR-7X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[57]	SLS-27	DS-53X
●The "Standard" equivalent is ..... UC-350-12 or AL-5J											
★The "Standard" equivalent is AL-3J											
LINCOLN											
52-54 8-All	FD-8182XV[53]	FD-125	FD-105	FD-75X	FD-470X	FX-5TS	FX-14	VR-361X	SS-571	SLS-27	DS-50X
55 8-All (except Contin'l)	FD-8182XV[53]	FD-125	FD-105	FD-75X	FD-470X	FX-5TS	FX-14	VR-362X	SS-571	SLS-27	DS-50X
56 8-12 V. All	FD-8182XV[53]	FD-125	FD-105	FD-75X	FD-471X	FX-5TS	FX-14	VR-414X	SS-565	SLS-27	DS-50X
57 8-12 V. All	FD-8183XV	FD-129	FD-106	FD-76X	FD-471X	FX-5TS	FX-14	.....	SS-565	SLS-27	DS-43
MERCURY											
52-53 8-All	FD-8081XV[53]	FD-125	FD-105	FD-74X	FD-470X	FX-5TS	FX-14	VR-360X[26]	SS-571	SLS-27	DS-50X
54-55 8-All	FD-8182XV[53]	FD-125	FD-105	FD-75X	FD-470X	FX-5TS	FX-14	VR-361X	SS-571	SLS-27	DS-50X
56 8-12 V. All	FD-8182XV[53]	FD-125	FD-105	FD-75X	FD-471X	FX-5TS	FX-14	VR-414X	SS-565	SLS-27	DS-50X
57 8-12 V. All	FD-8183XV	FD-129	FD-106	FD-76X	FD-471X	FX-5TS	FX-14	VR-414X	SS-565	SLS-27	DS-43

FOR FOOTNOTES SEE NEXT "BLUE STREAK" PAGE.

(Advertisement)

GET IT FROM YOUR BLUE STREAK JOBBER

Heavy duty BLUE STREAK IGNITION *tune up parts*

for complete listing write for **IGNITION WALL CHART F597**

BLUE STREAK

STANDARD MOTOR PRODUCTS, INC. 37-18 Northern Blvd., L. I. City 1, N.Y.

PASSENGER CAR YEAR AND MODELS	DISTRIBUTOR PARTS: Blue Streak Point Set	Distributor Head	Rotor	Blue Streak Condenser	Blue Streak & Standard Ignition Coil	STARTER: Brush Set	GENERATOR: Brush Set	Blue Streak Voltage Reg. or Cutout	SWITCHES: Starter	Stop-light	Blue Streak Dimmer
NASH (And Rambler)											
52-53 6-Station Wag., Rmb.	DR-1827X	DR-413	DR-158	UDR-3X	UC-500R☆	RX-37	RX-58	VR-348X[12]	SS-544A[14]	SLS-25	DS-51
54 6-Rambler	DR-1827X	DR-413	DR-158	UDR-3X	UC-500R☆	RX-37	RX-58	VR-342X	SS-544A[14]	SLS-25	DS-51
54 6-Statesman	DR-1827X	DR-413	DR-158	UDR-3X	UC-500R☆	RX-37	RX-58	VR-348X	SS-544A[14]	SLS-25	DS-51
55 6-Rambler	DR-1827X	DR-413	DR-158	UDR-3X	UC-500R☆	RX-37	RX-58	VR-342X	SS-564	SLS-27	DS-51
55 6-Statesman	DR-2227X	DR-428	DR-306	UDR-6X	UC-500R☆	RX-37	RX-58	VR-348X	SS-564	SLS-27	DS-51
56 6-12 V. Rmb., States.	DR-2236X	DR-428	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-411X	SSC-3[37]	SLS-27	DS-53X
56 8-12 V. States.	DR-2236X	DR-427	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-411X	SSC-3[37]	SLS-27	DS-53X
57 6-12 V. Rmb.	DR-2236X	DR-428	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-411X	SSC-3[37]	SLS-27	DS-53X
57 8-12 Rambler	DR-2238X	DR-429	DR-310	UDR-7X	DR-2X	RX-60	RX-58	VR-411X	SSC-3[37]	SLS-27	DS-53X
☆The "Standard" equivalent is DR-1R											
OLDSMOBILE											
49-50 6-All	DR-1836X	DR-413	DR-158	UDR-3X	UC-500R☆	RX-37	RX-51	VR-340X	SSC-2[15]	SLS-26	DS-40X
49-50 8-All	DR-2236X	DR-196	DR-142	UDR-3X	UC-500R☆	RX-37	RX-51	VR-340X	SSC-2[15]	SLS-26	DS-40X
51 8-All	DR-2236X	DR-427	DR-306	UDR-3X	UC-500R☆	RX-37	RX-51	VR-340X[70]	.....	SLS-40	DS-40X
52 8-All	DR-2236X	DR-427	DR-306	UDR-3X	UC-500R☆	RX-37	RX-58	VR-347X	.....	SLS-40	DS-40X
53 8-12 Volt, All	DR-2236X	DR-427	DR-306	UDR-3X	DR-2X	RX-45	RX-58	VR-410X	.....	SLS-40	DS-40X
54-55 8-12 Volt, All	DR-2236X	DR-427	DR-306[69]	UDR-3X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[37]	SLS-40[69]	DS-40X
56 8-12 Volt, All	DR-2238X	DR-429	DR-311	UDR-7X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[37]	SLS-40[69]	DS-40X
57 8-12 V. All	DR-2238X	DR-429	DR-311	UDR-7X	DR-2X	RX-60	RX-63	VR-410X	.....	SLS-40[7]	DS-40X
☆The "Standard" equivalent is DR-1R											
PACKARD											
54 8-All D.R.	DR-2236X	DR-427	DR-306	UDR-3X	UC-500R☆	RX-37	RX-58	VR-348X	SSC-2[15]	SLS-27	DS-40X
54 8-All A.L.	AL-4350X	AL-97	AL-99	AL-103X	UC-500R★	EX-18T	EX-57	VR-323X	SS-544[41]	SLS-27	DS-47X
55 8-12 V., Custom Clipper	DR-2236X	DR-427	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-412X	SSC-3[37]	SLS-27[13]	DS-40X
55 8-12 V., Clip., Super. Del.	AL-5677X	AL-131	AL-99	AL-116	AL-4KX	.....	EX-74	.....	.....	SLS-27[13]	DS-47X
56 8-12 V. All	DR-2236X	DR-427	DR-306	UDR-3X	DR-2X	RX-60	RX-58	VR-410X	SSC-3[37]	SLS-27[13]	DS-40X
56 8-12 V. Clip., Cust. Clip.	AL-5677X	AL-131	AL-99	AL-116	AL-4KX	EX-75	EX-74	VR-415X	.....	SLS-27[13]	DS-47X
57 8-12 V. Clip.	DR-2236X	DR-427	DR-306	UDR-3X	.....	RX-60	RX-58	VR-410X	SS-565	.....	.....
☆The "Standard" equivalent is DR-1R											
★The "Standard" equivalent is AL-3J											

PASSENGER CAR YEAR AND MODELS	DISTRIBUTOR PARTS: Blue Streak Point Set	Distributor Head	Rotor	Blue Streak Condenser	Blue Streak & Standard Ignition Coil	STARTER: Brush Set	GENERATOR: Brush Set	Blue Streak Voltage Reg. or Cutout	SWITCHES: Starter	Stop-light	Blue Streak Dimmer
PLYMOUTH											
50 6-IGS, IAP Dist.	AL-5057X	AL-130[21]	AL-98	AL-101X	UC-500R★	EX-18T	EX-57	VR-324X	SS-549	SLS-25	DS-47X
50-52 6-All, IAT Dist.	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T	EX-57	VR-324X	SS-549	SLS-25	DS-47X
53-54 6-All	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T	EX-57	VR-324X	SS-549	SLS-28	DS-47X
55 6-All	AL-4652X	AL-133	AL-151	AL-111X	UC-500R★	EX-18T	EX-57[10]	VR-324X	SS-549	SLS-29	DS-47X
55 8-All	AL-5055X-2	AL-131	AL-99	AL-113X	UC-500R★	EX-16T	EX-57[10]	VR-324X	SS-549	SLS-29	DS-47X
56 6-12 V. All	AL-4652X	AL-133	AL-151	AL-111X	UC-500-12●	EX-75	EX-74	VR-415X	SS-566[84]	SLS-29	DS-47X
56 8-12 V. All	AL-5255X	AL-135	AL-153	AL-113X	AL-4KX	EX-75	EX-74	VR-415X	SS-566[84]	SLS-29	DS-47X
57 6-12 V. All	AL-4652X	AL-133	AL-151	AL-115X	AL-5J	EX-76	EX-74	VR-415X	SS-566[84]	SLS-29	DS-66
57 8-12 V. All	AL-5384X	AL-135	AL-153	AL-115X	AL-4KX	EX-76	EX-74	VR-415X	SS-566[84]	SLS-29	DS-66
★The "Standard" equivalent is AL-3J											
●The "Standard" equivalent is ..... UC-350-12 or AL-5J											
PONTIAC											
51 6-All	DR-1836X	DR-413	DR-158	UDR-3X	UC-500R☆	RX-37	RX-51	VR-340X[70]	SSC-2[15]	SLS-26	DS-40X
51 8-All	DR-2236X	DR-196	DR-142	UDR-3X	UC-500R☆	RX-37	RX-51	VR-340X[70]	SSC-2[15]	SLS-26	DS-40X
52-53 6-All	DR-1836X	DR-413	DR-158	UDR-3X	UC-500R☆	RX-37	RX-58	VR-347X	SSC-2[15]	SLS-26	DS-40X
52-54 8-All	DR-2236X	DR-196	DR-142	UDR-3X	UC-500R☆	RX-37	RX-58	VR-347X	SSC-2[15]	SLS-26	DS-40X
54 6-All	DR-2236X	DR-428	DR-306	UDR-3X	UC-500R☆	RX-37	RX-58	VR-347X	SSC-2[15]	SLS-26	DS-40X
55-56 8-12 V. All	DR-2236X	DR-427	DR-309	UDR-3X	DR-2X	RX-60	RX-58[10]	VR-411X[1]	SSC-3[37]	SLS-44[11]	DS-40X
57 8-12 V. All	DR-2238X	DR-429	DR-311	UDR-7X	DR-2X	RX-60	RX-58	VR-411X	.....	SLS-44[11]	DS-40X
☆The "Standard" equivalent is DR-1R											
STUDEBAKER											
51-54 6-Champion	AL-5657X	AL-133	AL-151	AL-110X	UC-500R★	EX-18S	EX-62	VR-324X	SS-563	SLS-27	DS-40X
55 6-Champion	AL-5657X	AL-133	AL-151	AL-117X	UC-500R★	EX-18S	EX-74	VR-324X	SS-563	SLS-27	DS-40X
56 6-12 V., Champ.	AL-5657X	AL-133	AL-151	AL-117X	UC-500-12●	EX-16B	EX-74	VR-415X	SS-547	SLS-27	DS-40X
57 6-12 V. All	AL-5657X	AL-133	AL-151	AL-117X	AL-5J	EX-16B	EX-74	VR-415X	.....	.....	.....
★The "Standard" equivalent is AL-3J											
●The "Standard" equivalent is ..... UC-350-12 or AL-5J											

(Advertisement)

NOTES

1 Two used.
4 Power Steering and Air Conditioning use VR-410X.
5 1946-48, use VR-341X.
9 Except Power Brakes.
10 Except with Air Conditioning.
11 U.S. with Power Brakes 1953 SLS-40; 1956-57 SLS-40, Except Torsion Level Ride.
13 Used with Gen. 1102748, 73; Gen. 1102761 use RX-58.
15 Kit to repair Switch 1118135, 1118136, 1118140.
18 1951-52, use SLS-41.
22 Except MDB starter.
23 IGS Dist., use AL-96.
24 AL-112X AL-112 can also be used.
25 1953-54, use SLS-28.
32 Except Gen. FAD, FBB-10002A; Use VR-361X on Gen. BSS-10002A.
33 Except Power Steering.
34 Used with Gen. 8BA-10002D, FAA-10002A, B, FBC-10002A. With Gen. 8BA-10002B, 8EL-10002B, FAB-10002C use VR-361X.
39 Station Wagon, use SS-556.
42 MCH Starters, use EX-18T.
53 Rambler, use VR-342X.
54 Autom. Trans. only.
61 Except 2000, 1, 2, 400 24th, 25th Series and 1954.
69 Distributor 1110850 uses DR-309.
70 Gen. 1102770, 1, 4, 5, use VR-347X.
75 1952, use VR-340X.
80 Except Hornet Starter MCH-6306; Hornet Starter MCH-6109 use EX-18T.
81 When present stock is exhausted use SS-871.
84 Std. Trans. only, Autom. Trans. use SS-867.
85 This is a Blue Streak "Ventilated" Point Set. For regular Blue Streak Solid Point Set, use FD-8081X or FD-8182X as required. For regular "Standard" Solid Point Set, use FD-8081 or FD-8182 as required.
86 6-cyl. Wasp. Use EX-18B.
87 Starter Solenoid Repair Kit to repair solenoid 1119760, 61, 67, 77, 80, 88, 93, 97, 912, 20.
88 Std. Trans. only, Autom. Trans. use SS-568.
89 1955-56 Power Brakes use SLS-45.
92 Power Steering use EX-73.
93 Gens. 1102983, 84 use VR-416X.
94 Heavy Duty Gen. use EX-57.
96 Firesweep Autom. Trans. only. Early models use SS-566.

GET IT FROM YOUR HYGRADE JOBBER

HYGRADE CARBURETOR TUNE-UP PARTS

for complete listing write for Hygrade Tune-Up Chart No. 1122

HYGRADE AUTOMOTIVE PRODUCTS

HYGRADE PRODUCTS DIVISION

STANDARD MOTOR PRODUCTS, INC.
37-18 NORTHERN BLVD., L. I. CITY 1, N.Y.

Car, Year and Model	Carburetor Number	Carburetor Type●	Hygrade Needle & Seat	Hygrade Gasket Packet	Hygrade Pump Piston	Hygrade★ Repair Kit	Hygrade Jiffy Kit
BUICK							
51-53 40, 50	7-90	St AAUVB-267	CP137A	CP963	CP125-7	S1226	A52S
51-53 40, 50	882S, SA	C WCD	C2SF-5	CP99-90⑦	C64-39	C1261	A51C
54 40, 50	7-96	St AAVB-267	CP137A	CP963	CP125-43	S1232	A76S
54 40, 50	2081S, SA	C WCD	C2S-40	CP99-9C⑦	C64-57	C1268	A77C
54 60, 70, 100	2082S	C WCFB	①	CP99-50A⑨	C64-58		A78C
55 40 Autom. Trans.	7-102	St AAVB-267	CP137A	CP963	CP125-46	S1236	A117S
55 40	2179S	C WCD	C2S-40	CP99-9C	C64-67	C1275	A115C
55 50, 60, 70	2197S	C WCFB	①	CP99-50A	C64-66		A116C
55 50, 60, 70	7006288, 9180	R 4GC	R2S-45§	R99-70A	R64-81		A150R
55-56 40	2292S, 2378S, 2400S	C WGD	C2S-41	CP99-79	C64-88	C1278	A151C
55 50, 60, 70 Late	2358S	C WCFB	②	CP99-72	C64-66		A152C
55-56 40	7-103, 4, 5A	St WW	CP118B	CP967	CP125-44		A153S
56 50, 60, 70	2347S	C WCFB	C2S-54§	CP99-72	C64-90		A154C
56 50, 60, 70	7009200	R 4GC	R2S-45§	R99-70A	R64-97		A155R
57 40	2529S, 36S	C WGD	C2S-41		C64-88		
CADILLAC							
52-53 All	7004500, 5100, 6215	R 4GC	R2S-26§	R99-44A⑩	R64-75		A55R
53-54 All	2143S	C WCFB	C2S-41§	CP99-49A⑨	C64-43		A79C
54-55 All	7006220, 21, 7970, 71	R 4GC	R2S-46§	R99-58A⑪	R64-77		A119R
54-55 All	2103S, 10S, 85S, 6S, 2255S, 66S, 7S, 2354S, 5S	C WCFB	③	CP99-49A	C64-43		A118C
56 All	2333S, SA, 34S, SA, 70S, SA, 1S, 2S, 3S	C WCFB	③	CP99-73	C64-43		A156C
56 Standard & Air Cond.	7008750, 1, 9750	R 4GC	R2S-46§	R99-84	R64-96		A157R
CHEVROLET PASS.							
50-51 216 Eng. Std. Tr.	7002050, 3152	R "B"	R2S-18	R99-7	R64-37	R1001	A25R
50 Autom. Trans.	7002051	R "B"	R2S-18	R99-7	R64-37	R1002	A25R
50-51 Autom. Trans.	7003060, 3160	R "B"	R2S-18	R99-7	R64-37	R1003	A25R
51 Late Autom. Trans.	7003996, 7004495	R "B"	R2S-10	R99-36	R64-37	R1006⑪	A123R
51 Late 216 Eng.-Std.	7003865, 3863, 4680	R "B"	R2S-18	R99-35	R64-37	R1005⑪	A122R
51-53 216 & 235 Eng.	7003864, 4475, 6, 7	R "B"	R2S-10	R99-35	R64-37	R1005⑪	A122R
53-54 All	7005021, 5922	R	R2S-10	R99-37	R64-37	R1006	A123R
53-54 235 Eng. Man. Choke	7004468	R "B"	R2S-10	R99-35	R64-37	R1005	A122R
53-55 235 Eng.	2100S, 01S	C TF	C2S-23	CP99-34	C203-5		A121C
55 6, 235 Eng., Gov. Equip.	7007171, 80, 81, 7200	R BC	R2S-10	R99-37	R64-37	R1006	A123R
55 8 Cyl.	7005810, 6825, 8004, 8005, 8930, 31	R 2GC	R2S-49	R99-69	R64-63	R1007	A120R
56 6 Cyl.	7009254, 55	R BC	R2S-10	R99-37	R64-37	R1006	A123R
56 8 Cyl., (Std.)	7008387	R 2GC	R2S-55	R99-69A	R64-93	R1009	A158R
56 8 Cyl., (Autom.)	7008388	R 2GC	R2S-55	R99-69A	R64-94	R1010	A159R
56 8 Cyl.	7009737, 9913	R 4GC	R2S-45§				
57 8 Cyl., (Autom.)	7010648	R 2GC	R2S-55	R99-69A	R64-94	R1010	
57 8 Cyl., (Std.)	7010647, 0719	R 2GC	R2S-55	R99-69A	R64-83	R1009	
CHRYSLER (& Imp.)							
53-54 8—C58, 9, 63-1 (Autom.)	2039S, SA	C WCD	C2SF-3	C99-40	C64-45		A82C
54 8—C63-2, 64, 66 (Autom.)	2041S	C WCFB	C2S-44§	CP99-54	C64-44		A83C
55 C-67	2162S, SA, 2180S, SA	C BBD	C2S-34	CP99-64	C64-71		A124C
55 C67, 8, 9, 70 (Autom.)	2126S	C WCFB	④	CP99-54	C64-64		A125C
55 C67	2162SB, 2180SB	C BBD	C2S-53	CP99-64A	C64-82		A166C
56 C71	2312S, 13S	C BBD	C2S-53	CP99-64A	C64-87		A167C
56 C70, 2, 3	2314S, SA, 67S, SA	C WCFB	④	CP99-74	C64-44		
57 C75-1	2527S	C BBD	C2S-53		C64-87		
57 C75-2, C76 & Imp. (Autom.)	2589S, 90S	C WCFB	②		C64-44		
DE SOTO							
53-54 6—SP24, SP25	D6H1, 2; U1	C BB	C2SC-5	CP99-15	C64-8	C1228	A101C
53-54 6—SP24, SP25	D6S1	C BB	C2SC-5	CP99-15	C64-8		

Car, Year and Model	Carburetor Number	Carburetor Type●	Hygrade Needle & Seat	Hygrade Gasket Packet	Hygrade Pump Piston	Hygrade★ Repair Kit	Hygrade Jiffy Kit
DE SOTO (Cont.)							
54 6—S20 (Autom.)	E9B1	C BB	C2SC-5	CP99-32	C64-8⑫	C1263	
55 S21	2210S	C WCFB	④	CP99-54	C64-44		A126C
55 S22	2176S, SA, 7S, SA, 8S, SA	C BBD	C2S-34	CP99-64	C64-71		A124C
56 S23	2303S, 9S, 10S	C BBD	C2S-34	CP99-64A	C64-87		
56 S24	2311S, SA	C WCFB	④	CP99-74	C64-44		
57 S27	3-149, 50	St WW	CP118B		CP125-47		
57 S-25	2522S	C BBD	C2S-53		C64-87		
57 S-26 (Autom.)	2588S	C WCFB	②		C64-44		
57 S-27	2532S	C WCFB	④		C64-44		
DODGE PASS.							
49-53 D-29, 30, 33, 34, 41, 42, 46, 47	3-111, 3-95A to E	St BXVES-3	CP100-3	CP962	CP125-5	S1220	A58S
49-52 D-29, 30, 33, 34, 41, 42	3-93A, B	St BXVD-3	CP100-3	CP961	CP125-5	S1219	A41S
53-54 8, D44, 48, 50, 53	3-105A, 6A, 8, 8A, 9, 9A	St WW	CP100-3	CP966	CP125-44	S1229	A94S
53-54 6, D46, 47, 49	D6H2, U1	C BB	C2SC-5	CP99-15	C64-8	C1228	A101C
53 6, D46, 47	D6V1	C BB	C2SC-5	CP99-42A	C64-8		
54 6, D-51, 52 (Std.)	E9N1, T1	C BB	C2SC-5	CP99-15	C64-8	C1272	A101C
54 6, D-51, 52	E9U1	C BB	C2SC-5	CP99-42A	C64-8⑫	C1272	A95C
54 6, D-51, 52	E9V1	C BB	C2SC-5	CP99-14	C64-8⑫	C1272	A101C
54 6 Cyl.	2062S, 63S, 2116S	C BBS	C2SC-5	CP99-68	C64-70	C1277	A137C
54 8, D-50, 3 (Autom.)	3-118	St WW	CP100-3	CP966	CP125-45		A84S
54 8, D53-3	2191S	C WCFB	C2S-44§	CP99-54	C64-44		A83C
55 6, D-56-1	3-124, 5, 6	St WW	CP100-3	CP967	CP125-45	S1234	A128S
55 8, D-55-1, 2	3-131, A, B, C, 2, A, B, C, 3	St WW	CP100-3	CP967	CP125-45	S1235	A128S
55 8, D-55-3	3-120, A, B, C, 21, A, B, C, 22, A, B	St WW	CP100-3	CP967	CP125-45	S1233	A128S
55 8, D-55 (Std.), D-55-1, 2, 3 (Autom.)	2181S, 2253S	C WCFB	①	CP99-58A⑨	C64-44		A127C
55 8, D-55-3	3-120D, 21D, 22E	St WW	CP118B	CP967	CP125-45	S1233	A129S
55 8, D-55-1-2	3-131D, 32D, 33E	St WW	CP118B	CP967	CP125-45	S1235	A129S
55 8, D55-2	3-134, A, B	St WW	CP118B	CP967	CP125-45		A129S
55-56 6, D56	3-142, 3, 4	St WW	CP118B	CP967	CP125-45		A129S
56 8, D63-3	2303S, SA, SB	C WCFB	④	CP99-58A	C64-44		
56 8, D63-1	3-135A, 6, A, 7	St WW	CP118B	CP967	CP125-47	S1237	A160S
56 8, D63-2, -3	3-138A, 39A, 40A	St WW	CP118B	CP967	CP125-47	S1238	A160S
57 8, D66, 7, 70, 1	3-149, 50	St WW	CP118B		CP125-47		
57 6, D72	3-159, 60	St WW	CP118B	CP967	CP125-47		
57 8, D67-2	2532S	C WCFB	④		C64-44		
FORD PASS.							
49-51 8, 100 H.P.	8BA-9510A, 1BA-9510A	Ford	CP720	CP761	CP730	CP717	A131F
49-53 8, 239 Eng.	EAB-9510C, D, F	Ford	CP720	CP761	CP730	CP718	A131F
54 8, 256 Eng.	EBZ-9510C	Ford	FM25-11				A133F
52-55 6, 215, 223 Eng.	Various	Ford		FM99-45A⑨	FM64-61		
54 8, 239 Eng.	EBU-9510E, B, D, F, G, H	Ford	CP720	CP761	CP730	KM2001⑤	A131F
55 8, 272, 292 Eng.	B5A-9510G, H, J, K; ECJ-9510C, D	Ford	FM25-48	FM99-63	FM64-73		
	ECG-9510M, N, R	Ford	FM25-51	CP761	FM64-85	FM2004	A130F
55 8 Cyl.	ECG-9510J, K	H R-950-1A, 51-2A	FM25-51	CP761	FM64-68	FM2003	A130F
56 6 Cyl.	EBP-9510H, J; B6A-9510G, H; EBR-9510C	H R-1153-A, 4-A, 5-A		FM99-87	FM64-61		
56 8 Cyl.	ECG-9510S, T; B6A-9510J, K	H R-1156-A, R-1159-A	FM25-51	FM99-78	FM64-92	FM2005	A161F
56 8, T. Bird, Fairlane, Sta. Wag., 292 Eng.	ECJ-9510N, R; ECZ-9510A, B	H R-1161-A, 2-A, 3-A, 4-A	FM25-48	FM99-86	FM64-91		A163F

FOR FOOTNOTES SEE NEXT HYGRADE PAGE.

(Advertisement)

GET IT FROM YOUR HYGRADE JOBBER

HYGRADE CARBURETOR TUNE-UP PARTS

for complete listing write for Hygrade Tune-Up Chart No. 1122

HYGRADE AUTOMOTIVE PRODUCTS

HYGRADE PRODUCTS DIVISION

STANDARD MOTOR PRODUCTS, INC.
37-18 NORTHERN BLVD., L. I. CITY 1, N.Y.

Car, Year and Model	Carburetor Number	Carburetor Type●	Hygrade Needle & Seat	Hygrade Gasket Packet	Hygrade Pump Piston	Hygrade★ Repair Kit	Hygrade Jiffy Kit
HUDSON (For Rambler See Nash)							
55-56 6, Jet, Super Jet, Wasp	2009S, SA	(C) WA-1	C25D-1	CP51	C64-14		
55-56 6, Hornet	2252S	(C) WGD	C25-42	CP99-57	C64-79		
55-56 8, Hornet	2231S, SA	(C) WGD	C25-39	CP99-57	C64-79		
56 Wasp	2013S	(C) WA-1	C25-7	CP51	C64-14		
56 6, Hornet	2113S	(C) WA-1	C25D-1	CP99-13	C64-7		
LINCOLN (& Cont.)							
53 LA	EAD-9510L	Ford	FM25-11		FM64-60		
53-54 LA	EAD-9510H, K, M, N	Ford	FM25-48	FM99-61			
55 LE (With Dash Pot)	EBJ-9510D	(H) R-992-1A	FM25-48	FM99-63	FM64-73		A132F
55 8 Cyl., late	EBJ-9510F	(H) R-1076-A	FM25-48	FM99-63	FM64-83		A132F
56 All	ECU-9510B	(H) R-1094-1A	FM25-48	FM99-86	FM64-91		A163F
MERCURY							
49-51 Replacement Carb.	MAK-9510A	Ford	FM25-11	FM99-23	FM64-59		A29F
52-53 W-O Choke Contr.	EAC-9510E, G, J	Ford	FM25-11	FM99-46	FM64-60		A60F
54 MB	EBY-9510H, G, J, K	Ford	FM25-48	FM99-61	FM64-60		A91F
55 Montclair	BSA-9510G, H; ECK-9510C, D, S, T; ECL-9510B	(H) R-957-A, 991-A, 1040-A, 74-1A, 75-1A	FM25-48	FM99-63	FM64-73		A132F
55 Late	ECK-9510H	(H) R-1074-A, S-A	FM25-48	FM99-63	FM64-83		A132F
56 All	ECZ-9510A, B, G, H	(H) R-1161-2A, 62-2A	FM25-48	FM99-86	FM64-91		A163F
56 All Autom.	2361S, SA	(C) WCFB	③	CP99-75	C64-89		
NASH (& Rambler)							
54-55 6, States.	2034S	(C) WCD	C25F-5	CP99-6	C64-51		
55 6, Amb.	8055, SA, 973S, 74S	(C) YH	C25-31	CP99-43			
55 6, Rambler	2014S	(C) YF	C25-30	CP99-30	C283-3		
55 6, States.	2258S	(C) YF	C25-33	CP99-30	C283-3		
55 6, States.	2061S	(C) WCD	C25F-1	CP99-51	C64-51		
56 6, Rambler	2349S	(C) AS	C25-56	CP99-80	C64-86		
56-57 8, States., Rambler	2352S	(C) WGD			C64-79		
57 6, Rambler	2564S, 2580S	(C) AS	C25-56	CP99-80	C64-86		
OLDSMOBILE							
49-50 88, 98 (Repl. Carb.)	714S, SA	(C) WGD	C25-29	CP99-19	C64-48		A16C
49-50 8 Cyl. Rocket Eng.	7001570, 2570	(R) AA	R25-12	R99-26A			
49-50 88	849S, SU	(C) WGD	C25-29	CP99-19	C64-50		A17C
50 6 Cyl. (Autom. Trans.)	763S, SA	(C) WA-1	C25D-1	CP67A	C64-7	C1238	A15C
50 6 Cyl. (Std. Trans.)	764S, 5S	(C) WA-1	C25D-1	CP67A	C64-7	C1239	A15C
51 88 & 98	7002900	(R) "BB"	R25-25	R99-28A	R64-62		A31R
51 88 & 98	851S, SA	(C) WGD	C25-22	CP99-16	C64-49		A30C
52-53 Super 88 & 98	932S, 2916S	(C) WCFB	C25-28§	CP99-50A①	C64-44		A61C
52-53 Deluxe 88	2015S, 851SA	(C) WGD	C25-15	CP99-16	C64-49		A30C
53 8, Super 88, 98	2030S	(C) WCFB	④	CP99-50A①	C64-44		A63C
52 8 Cyl.	7004300, 4300	(R) 4GC	R25-26§	R99-44A⑩	R64-75		A55R
53 8, 88 & 98	7005600, 5700, 6250	(R) 4GC	R25-26§	R99-44A⑩	R64-76		A64R
54 Deluxe 88	2058S	(C) WGD	C25-42	CP99-57	C64-72		A90C
54-55 Super 88 & 98	2059S, 2246S	(C) WCFB	④	CP99-55	C64-56		A134C
54-55 Super 88 & 98	7005900, 6000, 7000	(R) 4GC	R25-45§	R99-58A⑪	R64-78		A135R
55 88 Deluxe	7006970	(R) 2GC	R25-50	R99-69	R64-63	R1008	A136R
56 88 Deluxe	7007223	(R) 2GC	R25-50	R99-82	R64-95		A165R
56 Super 88, 98	7007221, 22	(R) 4GC	R25-45§	R99-58A	R64-78		A135R
57 All	7009470, 71	(R) 4GC	R25-45§		R64-97		
PACKARD							
55 8 Clipper	2232S, 2284S	(C) WCFB	④		C64-56		
55 352 Eng. Clipper	7007230	(R) 4GC	R25-45§	R99-58A⑪	R64-78		

Car, Year and Model	Carburetor Number	Carburetor Type●	Hygrade Needle & Seat	Hygrade Gasket Packet	Hygrade Pump Piston	Hygrade★ Repair Kit	Hygrade Jiffy Kit
PACKARD (Cont.)							
56 Clipper	2393S	(C) WGD	C25-47	CP99-57			
56 Clipper	2304S	(C) WCFB	④		C64-56		
56 Clipper, Caribbean	7008610, 9600, 01	(R) 4GC	R25-45§	R99-58A			
PLYMOUTH							
42-48 P14, 15	D6G1	(C) BB	C25C-5	CP43	C64-8	C1166	A101C
47 P15	574S	(C)	C25-1	CP91	C64-16	C1137	
49-54 P17, 18, 19, 20, 22, 23, 24, 25	D6H1, H2, V1, U1	(C) BB	C25C-5	CP99-15	C64-8	C1228	A101C
53-54 P24	D6P1, 2	(C) BB	C25C-5	CP99-42A	C64-8⑫	C1245	A95C
54 Late P25	920S, 993S, 4S	(C) BBS	C25C-5	CP99-56	C64-54	C1271	A99C
54 6, P25	920SA, 993SA, 4SA, 2215S, 48S	(C) BBS	C25C-5	CP99-56	C64-70		A100C
54-55 6, P25, P26	2062S, SA, 63S, SA, 2116S, SA, 2249S	(C) BBS	C25C-5	CP99-68	C64-70	C1277	A137C
55 8, 241 Eng. P27	2141S, 54S, 55S, 2262S	(C) BBD	C25-34	CP99-64	C64-69	C1276	A138C
55 8, P27	2253S	(C) WCFB	①	CP99-50A②	C64-44		A127C
55-56 8, P27, 29; 259, 270 Eng.	2259S, SA, SB, 60S, SB; 61S, SA, SB, 2274S	(C) BBD	C25-34	CP99-64A	C64-71	C1280	A124C
56 6, P28	2293S, 4S, 5S, 6S, 7S, 2380S, 82S, 2403S	(C) BBS	C25C-5	CP99-68	C64-70	C1279	A137C
56 8, P29; 270 Eng.	2422S, 3S, 4S	(C) BBD	C25-53	CP99-64A	C64-71	C1280	A166C
56 8, P29; 277 Eng.	2299S, 2380S, 1S, 2407S, 8S, 9S, SA	(C) BBD	C25-53	CP99-64A	C64-87	C1281	A167C
57 8, P31	2512S, SA, SB, 13S, SA, SB, 14S, SA, SB	(C) BBD	C25-53		C64-87		
57 6, P30	2567S, 8S, 9S, 2604S	(C) BBS	C25C-5	CP99-68	C64-70	C1279	
PONTIAC							
46-52 6, 25, 26	537S, 717S	(C) WA-1	C25D-2	CP52A	C64-7	C1190	A43C
47-48 8, 27, 28	630S, SA, SB, 652S	(C) WCD	C25F-5	CP93A	C64-30	C1198	A5C
48-52 6, 25, 26	652S, 718S	(C) WA-1	C25D-2	CP52A	C64-7	C1215	A43C
49-54 8 Cyl.	719S, SA, 28S, SA	(C) WCD	C25F-5	CP99-6	C64-35	C1227	A110C
51-52 6 Cyl.	7002870	(R) BC	R25-21	R99-8A	R64-40	R1004	A44R
53-54 6 Cyl.	2010S	(C) WCD	C25-36	CP99-51	C64-72		A111C
54 8, 27, 28	2122S	(C) WCD	C25-43	CP99-6	C64-35	C1269	A112C
55 8, 27, 28 (Autom.)	2182S, SA, SB	(C) WGD	C25-42	CP99-62	C64-72	C1273	A139C
55 8, 27, 28 (Std.)	2207S, SB	(C) WGD	C25-42	CP99-62	C64-72	C1274	A139C
55 8 (Autom.)	7006100	(R) 2GC	R25-50	R99-69	R64-63	R1008	A136R
55 8 Cyl.	2268S, 83S	(C) WCFB	①	CP99-71	C64-56		
55 Autom. Trans.	7007300, 7800	(R) 4GC	R25-45§	R99-83	R63-78		
56 All	2364S	(C) WCFB	①	CP99-71	C64-56		A168C
56 All	7008695, 8696	(R) 2GC	R25-50	R99-81	R64-94	R1011	A169R
56 All	7007900, 8697	(R) 4GC	R25-45§	R99-83	R64-96		A170R
STUDEBAKER							
54-55 Champion	989S, SA	(C) WE	C25-1	CP99-52	C64-53	C1266	A140C
54-55 Land Cr., Comm. Autom.	6-113, 116	(St) WW	CP100-5	CP966	CP125-44		A142S
55-56 8, Commander	6-112A, B, C, E, F, 6-115	(St) WW	CP100-5	CP966	CP125-44	S1230	A142S
54 Champion	2196S	(C) WE	C25-1	CP99-52	C64-55		A141C
54-56 Champion	2108S	(C) WE	C25-1	CP99-52	C64-55	C1270	A141C
55-57 8 Cyl.	2214S, SA, SB, 2219S, SA, SB	(C) WCFB	①	CP99-67	C64-65		A143C
56-57 Champion	2417S	(C) WE	C25-1	CP99-52	C64-55		A141C
56 8, Pres. H. Top	2394S	(C) WCFB	④		C64-56		
56-57 8, President	6-117, A	(St) WW	CP100-5		CP125-44		

FOOTNOTES:
§ Two used
① Primary C25-41, Secondary C25-38.
② Primary C25-41, Secondary C25-30.
③ Primary C25-41, Secondary C25-47.
④ Primary C25-38, Secondary C25-38.
⑤ Except on Carburetor EBU-9510F, G, H.
⑥ FM99-45 may also be used.
⑦ CP99-9B may also be used.
⑧ CP99-50 may also be used.
⑨ CP99-49 may also be used.
⑩ R99-44 may also be used.
⑪ R99-58 may also be used.
⑫ Dash Pot Piston—C64-22.
⑬ Dash Pot Piston—C64-21.
⑭ Can be used for an altitude.
● Letters in parenthesis refer to carburetor manufacturer—(R) = Rochester; (C) = Carter, (St) = Stromberg; (H) = Hallry.
★ To order Kit for 1 size lean, add letter "A" after Kit No. To order Kit for 2 sizes lean, add letter "B" after Kit No.

(Advertisement)

TUNE-UP DATA ON 1952-1957 CARS

MAKE AND MODEL		No. of Cylinders, Bore and Stroke (In.)	VALVES				IGNITION							CRANK-PIN		FRONT AXLE			
			Inlet Tappett Clearance for Valve Timing (In.)	Intake Valve Opens Deg. Before or After T.C.	Operating Tappett Clearance (In.)		Spark Plug		Timing		Crankcase Capacity (Qts.)	Cooling System Capacity (Qts.)	Compression Ratio (Standard Head)	Diameter (In.)	Length (In.)	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Kingpin Inclination (Deg.)
					Intake	Exhaust	Make and Model	Gap (In.)	Sparks Occurs No. Deg. Before or After T.C.	Breaker Gap (In.)									
BUICK																			
40	1952	8-3 1/16 x4 1/2	.004†	13B*	.015H	.015H	AC-46X	.026	4B	.018	5½	12■	6.80	2⅛	1⅛	¼P to 1¼P	½N to ¾P	1/16 to ⅛	4¼
50	1952	8-3 1/16 x4 1/2	.004†	14B	AA	AA	AC-46X	.026	4B	.018	7	12■	6.90	2⅛	1⅛	¼P to 1¼P	½N to ¾P	1/16 to ⅛	4¼
70	1952	8-3 1/16 x4 1/2	.004†	14B	AA	AA	AC-46X	.026	6B	.018	7	18	7.50	2⅛	1⅛	¼P to 1¼P	½N to ¾P	1/16 to ⅛	4¼
40	1953	8-3 1/16 x4 1/2	.004†	13B*	.015H	.015H	AC-46X	.025	4B	.016	5½	12■	7.00	2⅛	1⅛	¼N to ¾P	½N to ¾P	1/16 to ⅛	4¼
50	1953	8-4x3 1/2	.004†	25B	AA	AA	AC-44-5	.032	5B	.016	6	16■	8.00	2⅛	⅞	¼N to ¾P	½N to ¾P	1/16 to ⅛	4¼
70	1953	8-4x3 1/2	.004†	25B	AA	AA	AC-44-5	.032	5B	.016	6	18	8.50	2⅛	⅞	¼N to ¾P	½N to ¾P	1/16 to ⅛	4¼
40	1954	8-3 5/8 x3 1/2	.004†	25B	AA	AA	AC-44-5	.033	5B	.015	6	16½	7.20	2⅛	⅞	¼N to ½P	½N to ¾P	0 to 1/16	0
50, 60	1954	8-4x3 1/2	.004†	25B	AA	AA	AC-44-5	.033	5B	.015	6	16½	8.00	2⅛	⅞	¼N to ½P	½N to ¾P	0 to 1/16	0
70	1954	8-4x3 1/2	.004†	25B	AA	AA	AC-44-5	.033	5B	.015	6	18½	8.50	2⅛	⅞	¼N to ½P	½N to ¾P	0 to 1/16	0
40	1955	8-3 5/8 x3 1/2	.004†	25B	AA	AA	AC-44-5	.033	5B	.015	6	16½*	8.40	2⅛	⅞	¼N to ½P	½N to ¾P	0 to 1/16	0
50, 60	1955	8-4x3 1/2	.004†	25B	AA	AA	AC-44-5	.033	5B	.015	6	16½*	9.00	2⅛	⅞	¼N to ½P	½N to ¾P	0 to 1/16	0
70	1955	8-4x3 1/2	.004†	26B	AA	AA	AC-44-5	.033	5B	.015	6	16½	9.00	2⅛	⅞	¼N to ½P	½N to ¾P	0 to 1/16	0
40	1956	8-4x3 1/2	.004†	25B	AA	AA	AC-44	.033	5B	.015	6	17½	8.80	2⅛	⅞	1½N to 1½P	½N to ¾P	1/16 to ⅛	7
50, 60, 70	1956	8-4x3 1/2	.004†	30B	AA	AA	AC-44	.033	5B	.015	6	17½	9.50	2⅛	⅞	1½N to 1½P	½N to ¾P	1/16 to ⅛	7
40	1957	8-4 1/16 x3 1/2	.004†	25B	AA	AA	AC-44	.033	5B	.015	5	16½	9.50	2⅛	⅞	1¾N	½P	1/16 to ⅛	7
50, 60, 70	1957	8-4 1/16 x3 1/2	.004†	34B	AA	AA	AC-44	.033	5B	.015	5	16½	10.00	2⅛	⅞	1¾N	½P	1/16 to ⅛	7
CADILLAC																			
60, 62, 75	1952	8-3 1/2 x3 5/8		14B	AA	AA	AC-46	.035	5B	.013	5	19	7.50	2⅛	⅞	½N to ½P	½N to ¾P	1/16 to ⅛	5°51′
60, 62, 75	1953	8-3 1/2 x3 5/8		22B	AA	AA	AC-46-5	.035	2½B	.013	5	19¾	8.25	2⅛	⅞	½N to ½P	½N to ¾P	1/16 to ⅛	5°51′
60, 62, 75	1954	8-3 1/2 x3 5/8		22B	AA	AA	AC-46-5	.035		.019	5	19¾	8.25	2⅛	⅞	0 to 1N	½N to ¾P	1/16 to ⅛	5°51′
60, 62, 75	1955	8-3 1/2 x3 5/8		19B	AA	AA	AC-44-5**	.035	2½B	.019	5	18	9.00	2⅛	⅞	0 to 1N	½N to ¾P	1/16 to ⅛	5°51′
60, 62, 75	1956	8-4x3 5/8		39B	AA	AA	AC-44	.035	5B	.019	5	17½	9.75	2⅛	⅞	½N to 1½N	½N to ¾P	1/16 to ⅛	5°51′
60, 62, 75	1957	8-4x3 5/8		36B	AA	AA	AC-44	.035	5B	.019	5	19½	10.00	2⅛	⅞	½N to 1½N	½N to ¾P	1/16 to ⅛	4
CHEVROLET																			
1500	1952	6-3 1/16 x3 1/4		1B	.008H	.013H	AC-46-5	.035	5B	.016	5	15	6.60	2⅛	1⅛	0 to 1P	0 to 1P	0 to ⅛	4
2100*	1952	6-3 1/16 x3 1/4		16B	AA	AA	AC-46-5	.035	5B	.016	5	15	6.70	2⅛	1⅛	0 to 1P	0 to 1P	0 to ⅛	4
1500	1953	6-3 1/16 x3 1/4		1A	.006H	.013H	AC-44-5	.036	5B	.015	5	15	7.10	2⅛	1⅛	0 to 1P	0 to 1P	0 to ⅛	4
2100*, 2400*	1953	6-3 1/16 x3 1/4		16B	AA	AA	AC-44-5	.036	5B	.015	5	15	7.50	2⅛	2	0 to 1P	0 to 1P	0 to ⅛	4
1500, 2100, 2400	1954	6-3 1/16 x3 1/4		1A▲	.010H ‡	.020H ‡	AC-44-5	.036	2A	.015	5	16	7.50	2⅛	1	0 to 1P	0 to 1P	1/16 to ⅛	4
2900	1954-55	6-3 1/16 x3 1/4		19 1/2B	.010H	.020H	AC-44-5	.036	2A	.016	5	17¾	8.00	2⅛	1	0 to 1P	0 to 1P	0 to ⅛	4
1500, 2100, 2400	1955	6-3 1/16 x3 1/4		1A▲	.006H ‡	.013H ‡	AC-44-5	.036	TC	.019	5	16	7.50	2⅛	1	½N to ½P	0 to 1P	1/16 to ⅛	4
1500, 2100, 2400, 2900	1955	8-3 5/8 x3		12B▲▲	AA	AA	AC-44-5	.038	4B	.019	4	16	8.00	2	1½	½N to ½P	0 to 1P	1/16 to ⅛	4
1500, 2100, 2400	1956-57	6-3 1/16 x3 1/2		10½B	AA	AA	AC-44	.036	TC	.019	5	16	8.00	2⅛	1	½P to 1½P	0 to 1P	1/16 to ⅛	4
1500, 2100, 2400	1956	8-3 5/8 x3		18B▽▽	AA‡‡	AA‡	AC-44	.036	4B	.019	4	16	8.00	2	1½	½P to 1½P	0 to 1P	1/16 to ⅛	4
2900	1956	8-3 5/8 x3		21½B‡‡	.008H	.018H	AC-C-43	.036	4B	.019	5	16	9.25	2	1½	0 to 1P	0 to 1P	0 to ⅛	4
1500, 2100, 2400	1957	8-3 5/8 x3		18B	AA	AA	AC-44	.036	4B		3½	16	8.00	2	1½	½P to 1½P	0 to 1P	1/16 to ⅛	4
1500, 2100, 2400	1957	8-3 1/2 x3		12½B	AA	AA	AC-44	.036	4B		3½	16	8.50	2	1½	½P to 1½P	0 to 1P	1/16 to ⅛	4
2900	1957	8-3 1/2 x3		12½B	AA	AA	AC-44	.036	4B	.018	5	16	9.50	2	1½	0 to 1P	0 to 1P	0 to ⅛	4
CHRYSLER																			
C51	1952	6-3 1/16 x4 1/4	.014C	12B	.008H	.010H	AL-AR6	.035	2B	.019	5	15	7.00	2⅛	1⅛	1N to 3N	½N to ¾P	0 to ⅛	5¾
C52, C53, C54, C55	1952	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-4S-140	.035	4B	.017	5	25	7.50	2⅛	⅞	1N to 3N	½N to ¾P	0 to ⅛	7¼
C56, C58, C59	1953	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-4S-140	.035	4B	.017	5	25	7.50	2⅛	⅞	1N to 3N	½N to ¾P	0 to ⅛	7¼
C50	1953	6-3 1/16 x4 1/4	.014	12B	.008H	.010H	AL-AR6	.035	TC	.019	5	15	7.00	2⅛	1⅛	1N to 3N	½N to ¾P	0 to ⅛	5¾
C62	1954	6-3 1/16 x4 1/4	.014	12B	.008H	.010H	AL-4S-140	.035	TC	.019	5	15	7.00	2⅛	1⅛	1N to 3N	½N to ¾P	0 to ⅛	5¾
C83, C84, C86	1954	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-4GS-150	.035	4B	.017	5	25	7.50	2⅛	⅞	1N to 3N	½N to ¾P	0 to ⅛	7¼
C87	1955	8-3 5/8 x3 1/4	VTS	15B	AA	AA	AL-4S-165	.035	6B	.017	5	24□	8.00	2⅛	⅞	0 to 2N	½N to ¾P	0 to ⅛	8½
C68, C69	1955	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-4GS-175	.035	6B	.017	5	25	8.50	2⅛	⅞	0 to 2N	½N to ¾P	0 to ⅛	5½
C70	1955	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-4GS-175	.035	6B	.017	5	25	8.50	2⅛	⅞	0 to 2N	½N to ¾P	0 to ⅛	7
C300	1955	8-3 1/2 x3 5/8	.012	35B	.015	.024	AL-4GS-200	.035	10B	.017	5	25	8.50	2⅛	⅞	0 to 2N	½N to ¾P	0 to ⅛	5½
C70	1956	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-AGR-42	.035	4B	.017	5	25	9.00	2⅛	⅞	0 to 2N	½N to ¾P	1/16	7
C71	1956	8-3 1/2 x3 1/4	VTS	5B	AA	AA	AL-AR-52	.035	2B	.017	5	24	8.50	2⅛	⅞	0 to 2N	½N to ¾P	1/16	5½
C72, C73	1956	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-AGR-42	.035	4B	.017	5	25	9.00	2⅛	⅞	0 to 2N	½N to ¾P	1/16	5½
C72-300	1956	8-3 1/2 x3 1/4	VTS	35B	.015H	.024H	AL (‖)	.035	6B	.017	5	25	9.00	2⅛	⅞	0 to 2N	½N to ¾P	1/16	8½
C75-1	1957	8-3 1/2 x3 5/8	VTS	13B	AA	AA	AL-AR-42	.035	6B	.017	5	21	9.25	2⅛	⅞	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½
C75-2	1957	8-3 1/2 x3 5/8	VTS	13B	AA	AA	AL-AR-42	.035	6B	.017	5	21	9.25	2⅛	⅞	0 to 1½P	0 to ½P¹	1/16 to ⅛	6½
C76, IMI	1957	8-4x3 1/2	VTS	15B	AA	AA	AL-AGR-42	.035	6B	.017	5	24	9.25	2⅝	⅞	0 to 1½P	0 to ½P¹	1/16 to ⅛	6½
C76-300	1957	8-4x3 1/2	VTS	35B	.015H	.024H	AL-AGR-42	.035	4B	.017	5	24	9.25	2⅝	⅞	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½
CONTINENTAL																			
60A	1956	8-4x3 1/2		16B	AA	AA	Ch-860	.034	5B	.015	5	23	9.00	2¼	⅞	¾P to 1¼P	0 to ¾P	1/16 to ⅛	7°10′
60A	1957	8-4x3 1/2		18B	AA	AA	Ch-860	.034	5B	.015	5	23	10.00	2¼	⅞	¾P to 1¼P	0 to ¾P	1/16 to ⅛	7°10′
CROSLEY																			
CD	1952	4-2 1/16 x2 1/4	.005	5B	.005C	.006C	AL-AN7E	.025	12B	.020	2	4	6.00	1⅝	¾	7½P	2P	1/16 to ⅛	6½
VC	1952	4-2 1/16 x2 1/4	.005	5B	.006C	.009C	AL-AN7E	.025	12B	.020	2	4	6.00	1⅝	¾	7½P	2P	1/16 to ⅛	6½
DE SOTO																			
S16	1952	6-3 1/16 x4 1/2	.014	12B	.008H	.010H	AL-AR6	.035	2B	.020	5	15	7.00	2⅛	1⅛	1N to 3N	½N to ¾P	0 to ⅛	5¾
S17	1952	8-3 5/8 x3 1/4	VTS	12B	AA	AA	AL-4S-140	.035	4B	.017	5	22	7.10	2⅛	⅞	1N to 3N	½N to ¾P	0 to ⅛	5¾
S16	1953	8-3 5/8 x3 1/4	VTS	12B	AA	AA	AL-4S-140	.035	4B	.017	5	22	7.10	2⅛	⅞	1N to 3N	½N to ¾P	0 to ⅛	5¾
S18	1953	6-3 1/16 x4 1/2	.014	12B	.008H	.008H	AL-AR6	.035	2B	.019	5	15	7.00	2⅛	1⅛	1N to 3N	½N to ¾P	0 to ⅛	5¾
S19	1954	8-3 5/8 x3 1/4	VTS	12B	AA	AA	AL-4S-140	.035	4B	.017	5	22	7.50	2⅛	⅞	1N to 3N	½N to ¾P	0 to ⅛	5½
S20	1954	6-3 1/16 x4 1/2	.014	12B	.008H	.010H	AL-4S-140	.035	2B	.019	5	15	7.00	2⅛	1⅛	1N to 3N	½N to ¾P	0 to ⅛	5½
S21	1955	8-3 1/2 x3 1/4	VTS	12B	AA	AA	AL-4S-165	.035	4B	.017	5	23	7.50	2⅛	⅞	0 to 2N	½N to ¾P	0 to ⅛	5½
S22	1955	8-3 1/2 x3 1/4	VTS	4A	AA	AA	AL-4S-140	.035	10B	.017	5	23	7.50	2⅛	⅞	0 to 2N	½N to ¾P	0 to ⅛	5½
S23	1956	8-3 1/2 x3 1/4	VTS	4A	AA	AA	AL-AR-51	.035	8B	.017	4	23	8.50	2½	⅞	0 to 2N	½N to ¾P	1/16	5½
S24	1956	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-AR-52	.035	4B	.017	4	23	8.50	2½	⅞	0 to 2N	½N to ¾P	1/16	5½
S24 Adventurer	1956	8-3 1/2 x3 1/4	VTS	35B	AA	AA	AL (‖)	.035	6B	.017	4	23	9.25	2½	⅞	0 to 2N	½N to ¾P	1/16	5½
S27	1957	8-3 1/2 x3 1/4	VTS	10B	AA	AA	AL-AR-42	.035	6B	.017	5	26	8.50	2¼	⅞	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½
S25, S26	1957	8-3 1/2 x3 1/4	VTS	15B	AA	AA	AL-AR-42	.035	6B	.017	5	26	9.25	2¼	⅞	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½
S26 Adventurer	1957	8-3 1/2 x3 1/4	VTS	35B	AA	AA	AL-AR-42	.035	6B	.017	5	26	9.25	2¼	⅞	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½
DODGE																			
D41, D42	1952	6-3 1/16 x4 5/8	.014	8B	.008H	.010H	AL-AR8	.035	2B	.020	5	14	7.00	2	1	1N to 1P	½N to ¾P	0 to ⅛	5¾
D44, D48	1953	8-3 7/8 x3 1/4	VTS	9B	AA	AA	AL-4S-140	.035	4B	.017	5	20	7.10	1	1	1N to 1P	½N to ¾P	0 to ⅛	5¾
D46, D47	1953	6-3 1/16 x4 5/8	.014	7B	.010H	.010H	AL-AR8	.035	2B	.020	5	15	7.00	2	1	1N to 1P	½N to ¾P	0 to ⅛	5¾
D50-1	1954	8-3 7/8 x3 1/4	VTS	17B	AA	AA	AL-4S-140	.035	4B	.017	5	20	7.10**	1	1	1N to 1P	½N to ¾P	0 to ⅛	5¾
D50-2, D53	1954	8-3 7/8 x3 1/4	VTS	17B	AA	AA	AL-4S-140	.035	4B	.017	5	20	7.50	1	1	1N to 1P	½N to ¾P	0 to ⅛	5¾
D51, D52	1954	6-3 1/16 x4 5/8	.014	12B	.010H	.010H	AL-4S-140	.035	2B	.020	5	15	7.25	2	1	1N to 1P	½N to ¾P	0 to ⅛	5¾
D55	1955	8-3 5/8 x3 1/4	VTS	14B	AA	AA	AL-4S-165	.035	4B	.017	5	19	7.60	1½	1	0 to 2N	½N to ¾P	0 to ⅛	5½
D56	1955	6-3 1/16 x4 5/8	.014	12B	.010H	.010H	AL-4S-140	.035	2B	.020	5	13	7.40	2	1	0 to 2N	½N to ¾P	0 to ⅛	5½
D62-1	1956	6-3 1/16 x4 5/8	.014	12B	.010H	.010H	AL-AR-60	.035	2B	.020	5	13	7.60	2	1	0 to 2N	½N to ¾P	1/16	5½
D63-1	1956	8-3 5/8 x3 1/4	VTS	14B	AA	AA	AL-AR-52	.035	4B	.017	5	19	8.00	1½	1	0 to 2N	½N to ¾P	1/16	5½
D63-2, D63-3	1956	8-3 5/8 x3 1/4	VTS	11B	AA	AA	AL-AR-52	.035	6B	.017	5	20	8.00	2	1	0 to 2N	½N to ¾P	1/16	5½
D500	1956	8-3 5/8 x3 1/4	VTS	12B	.012H	.022H	AL-45-250	.035	2B		5	20	9.25	2¼	1	0 to 2N	½N to ¾P	1/16	5½
D72	1957	6-3 1/16 x4 5/8	.014	12B	.010H	.010H	AL-AR-51	.035	TC	.020	5	13	8.00	2	1	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½
D66, D67, D70, D71	1957	8-3 1/2 x3 1/4	VTS	10B	AA	AA	AL-AR-42	.035	6B	.017	5	20	8.50	2¼	1	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½
D500	1957	8-3 1/2 x3 1/4	VTS	10B²	AA	AA	AL-AR-32	.035	6B	.017	5	20	9.25	2¼	1	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½
D501	1957	8-3 1/2 x3 5/8	VTS	35B	.015H	.024H	AL-AGR-32	.035	6B	.017	5	21	10.00	2¼	1	0 to 1½N	0 to ½P¹	1/16 to ⅛	6½

TUNE-UP DATA ON 1952-1957 CARS

MAKE AND MODEL		No. of Cylinders, Bore and Stroke (In.)	VALVES: Inlet Tappett Clearance for Valve Timing (In.)	VALVES: Intake Valve Opens Deg. Before or After T.C.	VALVES: Operating Tappett Clearance (In.): Intake	VALVES: Operating Tappett Clearance (In.): Exhaust	IGNITION: Spark Plug: Make and Model	IGNITION: Spark Plug: Gap (In.)	IGNITION: Timing: Spark Occurs—No. Deg. Before or After T.C.	IGNITION: Timing: Breaker Gap (In.)	Crankcase Capacity (Qts.)	Cooling System Capacity (Qts.)	Compression Ratio (Standard Head)	CRANK-PIN: Diameter (In.)	CRANK-PIN: Length (In.)	FRONT AXLE: Caster (Deg.)	FRONT AXLE: Camber (Deg.)	FRONT AXLE: Toe-In (In.)	FRONT AXLE: Kingpin Inclination (Deg.)
FORD																			
6	1952	6-3 7/8 x3 1/2	.013	18B	.015H	.015H	Ch-H-10	.038	TC	.025	4	15	7.00	2 1/2	1	1N to 1/2P	0 to 1P	1/8 to 1/4	5
V8	1952-53	8-3 1/8 x3 1/4	.018††	5B	.014C	.018C	Ch-H-10	.031	2B	.015	4	22	7.20	2 3/4	3/4	1N to 1/2P	0 to 1P	1/8 to 1/4	5
6	1953	6-3 7/8 x3 1/2	.013	13B	.015H	.015H	Ch-H-10	.038	TC	.025	4	15	7.00	2 1/2	1	1N to 1/2P	0 to 1P	1/8 to 1/4	5
6	1954	6-3 1/8 x3 1/2	.013	13B	.015H	.019H	Ch-H-10	.035	3B	.025	4	15	7.20	2 1/2	1	0 to 1P	0 to 1P	1/8 to 1/4	7°8'
V8	1954	8-3 1/8 x3 1/4	.015††	8B	.019H	.019H	Ch-H-10	.035	5B	.015	5	20	7.20	2 1/4	3/4	0 to 1P	0 to 1P	1/8 to 1/4	7°8'
6	1955	6-3 1/8 x3 1/2	ER	13B	.015H	.019H	Ch-870	.034	3B	.025	4	15	7.50	2 1/2	1 1/2	1/2P to 1 1/2P	3/4P to 1 3/4P	1/8 to 1/4	7°7'
V8	1955	8-3 1/8 x3 1/2	ER	12B	.019H	.019H	Ch-870	.034	6B	.015	5	19	7.60	2 1/4	3/4	1/2P to 1 1/2P	3/4P to 1 3/4P	1/8 to 1/4	7°7'
40A, 40B	1955	8-3 1/8 x3 1/2	.016††	12B	.018H	.018H	Ch-870	.034	6B	.015	5	20	8.10	2 1/4	3/4	1/2P to 1 1/2P	3/4P to 1 3/4P	1/8 to 1/4	7°7'
6	1956	6-3 1/8 x3 1/2	.019H	24B	.019H	.019H	Ch-870	.034	4B 1/2	.025	4	14 1/2	8.00	2 1/2	1 1/2	0 to 1 1/2P	3/4P to 1 3/4P	1/8 to 1/4	7°7'
8, Main, Cust.	1956	8-3 1/8 x3 1/2	.019H	12B	.019H	.019H	Ch-870	.034	3B 1/2	.015	5	19	8.00	2 1/4	3/4	0 to 1 1/2P	3/4P to 1 3/4P	1/8 to 1/4	7°7'
8, Fairlane	1956	8-3 1/8 x3 1/2	.019H	12B	.019H	.019H	Ch-870	.034	3B 1/2	.015	5	19	8.00	2 1/4	3/4	0 to 1 1/2P	3/4P to 1 3/4P	1/8 to 1/4	7°7'
40A, 40B	1956	8-3 1/8 x3 1/2	.019H	12B	.019H	.019H	Ch-870	.034	3B	.015	5	21	8.40	2 1/4	3/4	1/2P to 1 1/2P	3/4P to 1 3/4P	1/8 to 1/4	7°7'
40A, 40B	1956	8-3 1/2 x3 1/8	.019H	12B	.019H	.019H	Ch-870	.034	3B 1/2	.015	5	21	(k)	2 1/4	3/4	1/2P to 1 1/2P	3/4P to 1 3/4P	1/8 to 1/4	7°7'
6	1957	6-3 1/8 x3 1/2	.019H	17B	.019H	.019H	Ch-870	.034	4B 1/2	.025	4	15	8.60	2 1/2	1 1/2	1/2P to 1 1/2P	0 to 1 3/4P	1/8 to 1/4	7°7'
8, Cust., Cust. 300	1957	8-3 1/8 x3 1/2	.019H	18B	.019H	.019H	Ch-870	.034	4B 1/2	.025	5	19	8.60	2 1/4	3/4	1/2P to 1 1/2P	0 to 1 3/4P	1/8 to 1/4	7°7'
8, Fairlane, Fair. 500	1957	8-3 1/8 x3 1/2	.019H	18B	.019H	.019H	Ch-870	.034	4B 1/2	.025	5	19	9.10	2 1/4	3/4	1/2P to 1 1/2P	0 to 1 3/4P	1/8 to 1/4	7°7'
40A, 40B	1957	8-3 1/8 x3 1/2	.019H	18B	.019H	.019H	Ch-870	.034	3B 1/2	.015	5	20	9.10	2 1/4	3/4	1/2P to 1 1/2P	0 to 1 3/4P	1/8 to 1/4	7°7'
40A, 40B	1957	8-3 1/2 x3 1/8	.019H	18B	.019H	.019H	Ch-870	.034	3B 1/2	.015	5	20	9.70	2 1/4	3/4	1/2P to 1 1/2P	0 to 1 3/4P	1/8 to 1/4	7°7'
HENRY J																			
513	1952	4-3 1/2 x4 5/8	.020	9B	.016	.016	AL-AN7	.030			4		7.00	1 1/2	1 1/8	1N to 1P	1/4P to 1P	1/8 to 1/4	4 1/2
514	1952	6-3 1/2 x3 1/2	.020	5B	.016	.016	AL-AN7	.030			5		7.00	1 1/2	1 1/8	1N to 1P	1/4P to 1P	1/8 to 1/4	4 1/2
533	1953	4-3 1/2 x4 5/8	.020	9B	.016C	.016C	AL-A7	.030	5B	.022	4	10 3/4	7.00	1 1/2	1 1/8	1N to 1P	1/4P to 1P	1/8 to 1/4	4 1/2
534	1953	6-3 1/2 x3 1/2	.020	5B	.016C	.016C	AL-A7	.030	TC	.022	5	9 1/2	7.00	1 1/2	1 1/8	1N to 1P	1/4P to 1P	1/8 to 1/4	4 1/2
543	1954	4-3 1/2 x4 5/8	.020	9B	.016C	.016C	AL-A7	.030	5B	.022	4	10 3/4	7.00	1 1/2	1 1/8	1N to 1P	1/4P to 1P	1/8 to 1/4	4 1/2
544	1954	6-3 1/2 x3 1/2	.020	5B	.016C	.016C	AL-A7	.030	5B	.022	5	9 1/2	7.00	1 1/2	1 1/8	1N to 1P	1/4P to 1P	1/8 to 1/4	4 1/2
HUDSON																			
4B	1952	6-3 7/8 x3 7/8	.008	27B	.008H	.010H	Ch-H-8	.032	TC	.020	7	18 1/2	6.70	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3°38'
5B, 6B	1952	6-3 7/8 x4 5/8	.008	27B	.008H	.010H	Ch-H-8	.032	TC	.020	7	18 1/2	6.70	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3°38'
7B	1952	6-3 1/2 x4 1/2	.008	27B	.008H	.010H	Ch-H-11	.032	TC	.020	7	18 1/2	7.20	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3°38'
8B	1952	8-3x4 1/2	.008	10 1/2B	.008H	.010H	Ch-H-8	.032	TC	.017	7	18 1/2	6.70	1 1/8	1 1/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3°38'
4C	1953	6-3 7/8 x3 7/8	.008	26 1/2B	.008H	.010H	Ch-H-8	.032	TC	.020	7	18 1/2	6.70	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3 1/2
5C	1953	6-3 7/8 x4 5/8	.008	26 1/2B	.008H	.010H	Ch-H-8	.032	TC	.020	7	18 1/2	6.70	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3 1/2
7C	1953	6-3 1/2 x4 1/2	.008	26 1/2B	.008H	.010H	Ch-H-11	.032	TC	.020	7	18 1/2	7.20	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3 1/2
1D, 2D, 3D	1954	6-3x4 5/8	.010	26 1/2B	.010H	.012H	Ch-H-10	.032	TC	.020	5	15	7.50	1 1/8	1 1/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	4 1/8
4D	1954	6-3 7/8 x3 1/2	.008	33 1/2B	.008H	.010H	Ch-H-10	.032	TC	.020	7	18 1/2	7.00	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3 1/2
5D	1954	6-3 7/8 x4 5/8	.008	33 1/2B	.008H	.010H	Ch-H-10	.032	TC	.020	7	18 1/2	7.00	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3 1/2
7D	1954	6-3 1/2 x4 1/2	.008	33 1/2B	.008H	.010H	Ch-H-11	.032	TC	.020	7	18 1/2	7.50	2 1/4	1 5/8	1/4P to 1 1/4P	1/4P to 1 1/4P	0 to 1/8	3 1/2
35548	1955	6-3x4 5/8	.010H	26 1/2B	.010H	.012H	Ch-H-10	.032	TC	.020	5	13	7.50	1 1/8	1/8	0 to 1/2P	1/4N to 1/4P	1/8 to 1/4	3°38'
35560	1955	6-3 1/2 x4 1/2	.010	33 1/2B	.010H	.012H	CH-H-11	.030	TC	.020	7	18 1/2	7.50	2 1/4	1 5/8	0 to 1/2P	1/4N to 1/4P	1/8 to 1/4	3°38'
35580	1955	8-3 1/2 x3 1/2	NU	14B	AA	AA	AL-AG-5	.035	5B	.016	5	20	8.25	2 1/4	3/4	0 to 1/2P	1/4N to 1/4P	1/8 to 1/4	3°38'
35640	1956	6-3x4 5/8	.010	26 1/2B	.010C	.015C	Ch-H-10	.032	TC	.019	5	13	7.50	1 1/8	1/8	0 to 1/2P	1/4N to 1/4P	1/8 to 1/4	3°38'
35660	1956	6-3 1/2 x4 1/2		33 1/2B	AA	AA	Ch-H-11	.030	TC	.019	7	18 1/2	7.50	2 1/4	1 5/8	0 to 1/2P	1/4N to 1/4P	1/8 to 1/4	3°38'
35680	1956	8-4x3 1/2		14B	AA	AA	Ch-N-18	.036	5B	.016	5	27	9.55	2 1/4	3/4	0 to 1/2P	1/4N to 1/4P	1/8 to 1/4	3°38'
35780	1957	8-4x3 1/4		12 1/2B	AA	AA	AL-7J[3]	.035	5B	.016	5	19	9.00	2 1/4	7/8	0 to 1/2P	1/4N to 1/4P	1/8 to 1/4	6 1/2
KAISER																			
511, 512	1952	6-3 7/8 x4 5/8	.014	10B	.014C	.014C	AL-A5	.032			5 1/2	13 1/2	7.30	2 1/4	1 1/8				
531, 532	1953	6-3 7/8 x4 5/8	.018	10B	.014C	.014C	AL-A7	.030	4B	.022	5	12 1/2	7.30	2 1/4	1 1/8	1N to 1P	0 to 1/4P	1/8 to 1/4	5 1/4
542	1954	6-3 7/8 x4 5/8	.018	10B	.014C	.014C	AL-A7	.030	4B	.016	5	12 1/2	7.30	2 1/4	1 1/8	1N to 1P	0 to 1/4P	1/8 to 1/4	5 1/4
545	1954	6-3 7/8 x4 5/8	.018	10B	.014C	.014C	AL-A7	.030	4B	.022	5	12 1/2	7.30	2 1/4	1 1/8	1N to 1P	0 to 1/4P	1/8 to 1/4	5 1/4
LINCOLN																			
V8	1952	8-3 1/2 x3 1/2		18B	AA	AA	Ch-H-10	.031	3B	.015	5	22 1/2	7.50	2 1/4	1 1/8	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7°10'
V8	1953	8-3 1/2 x3 1/2	AA	18B	AA	AA	Ch-H-10	.026	3B	.015	5	22 1/2	8.00	2 1/4	1 1/8	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7°10'
V8	1954	8-3 1/2 x3 1/2		18B	AA	AA	Ch-H-10	.035	3B	.015	5	22 1/2	8.00	2 1/4	1 1/8	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7°10'
73A, 73B	1955	8-3 1/2 x3 1/2	ER	8B	AA	AA	Ch-870	.034	5B	.015	5	23	8.50	2 1/4	1 1/8	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7°10'
73A, 73B	1956	8-4x3 1/2		18B	AA	AA	Ch-860	.034	5B	.015	5	23 1/4	9.00	2 1/4	1 1/8	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7°12'
57A,B,58A,B,60A,B,76B	1957	8-4x3 1/2		18B	AA	AA	Ch-860	.034	5B	.015	5	23	10.00	2 1/4	1 1/8	0 to 1/2N	0 to 1/4P	1/8 to 1/4	7°12'
MERCURY																			
V8	1952-53	8-3 1/8 x4	.018††	5B	.014C	.018C	Ch-H-10	.031	2B	.015	4	21 1/2	7.20	2 1/4	3/4	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	5
V8	1954	8-3 1/8 x3 7/8	.017††	15B	.019H	.019H	Ch-H-10	.031	3B	.015	5	19	7.50	2 1/4	3/4	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7
Custom, Monterey	1955	8-3 1/8 x3 1/4	ER	12B	.019H	.019H	Ch-870	.034	3B 1/2	.016	5	19	7.60	2 1/4	3/4	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7
Montclair	1955	8-3 1/8 x3 1/4	ER	12B	.019H	.019H	Ch-870	.034	3B 1/2	.016	5	19	8.50	2 1/4	3/4	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7
8	1956	8-3 1/2 x3 1/8	.019H	12B	.019H	.019H	Ch-870	.034	3B 1/2	.015	5	19	8.60	2 1/4	3/4	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7
57A, B; 58A, B	1957	8-3 1/2 x3 1/8	.019H	18B	.019H	.019H	Ch-860	.034	3B 1/2	.016	5	20	9.70	2 1/4	3/4	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7
75A	1957	8-4x3 1/2		18B	AA	AA	Ch-860	.034	3B 1/2	.015	5	23	9.70	2 1/4	3/4	0 to 1 1/2N	0 to 1/4P	1/8 to 1/4	7
NASH																			
5210	1952	6-3 1/2 x3 5/8	.019	6B	.016C	.018C	AL-A7A	.030	TC	.022	5	11	7.25	2 1/4	3/4	1/4P to 1 1/4P	1/4P to 1/4P	1/8 to 1/4	8
5240	1952	6-3 1/2 x4 1/4	.019	6B	.015H	.015H	AL-A7A	.030	TC	.022	5		7.10	2 1/4	3/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5280	1952	6-3 1/2 x4 5/8	.023	12 1/2B	.015H	.018H	AL-A7A	.030	TC	.022	6		7.30	2	1 1/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5310	1953	6-3 1/2 x4	.015	10B	.015H	.015H	AL-A7A	.030	4B	.022	4		7.25	2 1/4	3/4	1/4P to 1 1/4P	1/4P to 1/4P	1/8 to 1/4	8
5310**	1953	6-3 1/2 x4 1/4	.015	10B	.015H	.015H	AL-A7A	.030	4B	.022	4		7.30	2 1/4	3/4	1/4P to 1 1/4P	1/4P to 1/4P	1/8 to 1/4	8
5340	1953	6-3 1/2 x4 1/4	.015	10B	.015H	.015H	AL-A7A	.030	4B	.022	4		7.45	2 1/4	3/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5360	1953	6-3 1/2 x4 5/8	.023	12 1/2B	.012H	.016H	AL-A7A	.030	TC	.022	6		7.30	2	1 1/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
541, 542	1954	4-2 1/2 x3 1/4	.015	5B	.015C	.015C	Ch-N-8-B	.024	7B	.015	4		7.20	1 1/2		2P to 3P	1/4P to 1 1/4P	0 to 1/8	8 1/2
5410	1954	6-3 1/2 x4	.015	10B	.015H	.015H	AL-A7A	.030	TC	.022	4	11	7.25	2 1/4	3/4	1/4P to 1 1/4P	1/4P to 1/4P	1/8 to 1/4	8
5410**	1954	6-3 1/2 x4 1/4	.015	10B	.015H	.015H	AL-A7A	.030	4A	.022	4	11	7.30	2 1/4	3/4	1/4P to 1 1/4P	1/4P to 1/4P	1/8 to 1/4	8
5440	1954	6-3 1/2 x4 1/4	.015	10B	.015H	.015H	AL-5B	.030	4A	.022	4	14	8.50	2 1/4		(b)	1/4N to 1/4P	1/8 to 1/4	6 1/2
5460	1954	6-3 1/2 x4 5/8	.023	12 1/2B	.012H	.016H	AL-A7A	.030	TC	.022	6	17	7.60	2	1 1/4	(b)	1/4N to 1/4P	1/8 to 1/4	6 1/2
5460■	1954	6-3 1/2 x4 5/8	.023	12 1/2B	.012H	.016H	AL-5B	.030	TC	.022	6	17	8.00	2	1 1/4	(b)	1/4N to 1/4P	1/8 to 1/4	6 1/2
5540	1955	6-3 1/2 x4 1/4	.015	10B	.015H	.015H	AL-A7A	.030	4A	.022	4	11	7.45	2 1/4	3/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5560	1955	6-3 1/2 x4 5/8	.023	12 1/2B	.012H	.016H	AL-A7	.030	4A	.022	6	17	7.60	2	1 1/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5580	1955	8-3 1/2 x3 1/8	NU	14B	AA	AA	AL-AG-5	.035	5B	.016	5	20	8.25	2 1/4	3/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5640	1956	6-3 1/2 x4 1/4	.015	12 1/2B	.012H	.016H	AL-7J	.030	TC	.016	4	11	7.47	2 1/4	3/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5660	1956	6-3 1/2 x4 5/8	.023	12 1/2B	.012H	.016H	AL-A7	.030	4A	.019	6	17	7.60	2	1 1/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5680	1956	8-4x3 1/4		14B	AA	AA	Ch-N-18	.036	5B	.016	5	27	9.55	2 1/4	3/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
5780	1957	8-4x3 1/4		12 1/2B	AA	AA	AL-7J[3]	.035	5B	.016	5	19	9.00	2 1/4	7/8	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 1/2
NASH-HUDSON																			
541, 542	1955	4-2 1/2 x3 1/4	.015	5B	.015C	.015C	Ch-N-8-B	.024	11B	.015	4		7.20	1 1/2	1	2P to 3P	1/4P to 1 1/4P	0 to 1/8	8 1/2
5510	1955	6-3 1/2 x4 1/4	.015	10B	.016H	.018H	AL-A-7A	.030	4A	.022	4	11	7.30	2 1/4	3/4	1/4P to 1 1/4P	1/4P to 1/4P	1/8 to 1/4	8
561, 562	1956-57	4-2 1/2 x3 1/4	.020	5B	.015H	.015H	Ch-N-8-B	.024	11B	.015	4	7	7.20	1 1/2	1	2P to 3P	1/4P to 1 1/4P	0 to 1/8	8 1/2
5610	1956	6-3 1/2 x4 1/4	.015	12 1/2B	.012H	.016H	AL-7J	.030	TC	.016	4	10	7.47	2 1/4	3/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 11'
5710	1957	6-3 1/2 x4 1/4	.020	12 1/2B	.012H	.016H	AL-7J[3]	.035	TC	.016	4	10	8.25	2 1/4	3/4	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 11'
5720	1957	8-3 1/2 x3 1/4	.020	12 1/2B	.012H	.014H	AL-7J[3]	.035	5B	.016	5	20	8.00	2 1/4	7/8	0 to 1/4P	1/4N to 1/4P	1/8 to 1/4	6 11'

TUNE-UP DATA ON 1952-1957 CARS

MAKE AND MODEL		No. of Cylinders, Bore and Stroke (In.)	VALVES: Inlet Tappet Clearance for Valve Timing (In.)	VALVES: Intake Valve Opens Deg. Before or After T.C.	VALVES: Operating Tappet Clearance (In.): Intake	VALVES: Operating Tappet Clearance (In.): Exhaust	IGNITION: Spark Plug: Make and Model	IGNITION: Spark Plug: Gap (In.)	IGNITION: Timing: Spark Occurs—No. Deg. Before or After T.C.	IGNITION: Timing: Breaker Gap (In.)	Crankcase Capacity (Qts.)	Cooling System Capacity (Qts.)	Compression Ratio (Standard Head)	CRANK-PIN: Diameter (In.)	CRANK-PIN: Length (In.)	FRONT AXLE: Caster (Deg.)	FRONT AXLE: Camber (Deg.)	FRONT AXLE: Toe-In (In.)	FRONT AXLE: Kingpin Inclination (Deg.)
OLDSMOBILE																			
88, 98	1952	8-3¹⁵⁄₁₆x3⅞	.003†	13½B	AA	AA	AC-46-5	.030	2½B	.016	5	21½	7.50	2¼	⅞	0 to ¾N	¼N to ¾P	⅛ to ⅛	4°55′
88, 98	1953	8-3¹⁵⁄₁₆x3⅞	.003††	13½B	AA	AA	AC-46-5	.030	2½B	.016	5	21½	8.00	2¼	⅞	0 to ¾N	¼N to ¾P	⅛ to ⅛	5
88, 98	1954	8-3¹⁵⁄₁₆x3⅞	ER	13½B	AA	AA	AC-46-5	.030	5B	.016	5	20½	8.25	2¼	⅞	0 to ¾N	¼N to ¾P	⅛ to ⅛	5°50′
88, 98	1955	8-3¹⁵⁄₁₆x3⅞	ER	13½B	AA	AA	AC-44-5	.030	6B	.016	5	20½	8.50	2¼	⅞	0 to ¾N	¼N to ¾P	⅛ to ⅛	5°51′
88, 98	1956	8-3¹⁵⁄₁₆x3⅞	ER	11½B	AA	AA	AC-44	.030	5B	.016	5	20½	9.25	2¼	⅞	0 to ¾N	¼N to ¾P	⅛ to ⅛	5°51′
88, 98	1957	8-4x3⅛	ER	13½B	AA	AA	AC-44	.030	5B	.016	5	20	9.50	2¼	⅛	0 to ¾P	¼N to ¾P	⅛ to ⅛	7
PACKARD																			
200	1952	8-3¹⁵⁄₁₆x3⅝	.012	15B	.007H	.010H	(e)	.026	6B	.017	7	20	7.00	2¼	1⅛	¼N to 1¼N	0 to ¾P	0 to ⅛	5°50′
250, 300	1952	8-3¹⁵⁄₁₆x4¼	NU	15B	AA	AA	(e)	.026	6B	.017	7	20	7.00	2¼	1⅛	¼N to 1¼N	0 to ¾P	0 to ⅛	5°50′
400	1952	8-3¹⁵⁄₁₆x4¼	NU	15B	AA	AA	(e)	.026	6B	.017	7	20	7.80	2¼	1⅛	¼N to 1¼N	0 to ¾P	0 to ⅛	5°50′
2601	1953	8-3¹⁵⁄₁₆x3⅝	.013	15B	.007H	.010H	(d)	.026	6B	.015	7	20	7.70	2¼	1⅛	¼N to 1¼P	0 to ¾P	0 to ⅛	5½
2611	1953	8-3¹⁵⁄₁₆x4¼	.013	15B	.007H	.010H	(d)	.026	6B	.015	7	20	8.00	2¼	1⅛	¼N to 1¼P	0 to ¾P	0 to ⅛	5½
2602, 2606, 2626, 2631	1953	8-3¹⁵⁄₁₆x4¼	AA	15B	AA	AA	(d)	.026	6B	.015	7	20	8.00	2¼	1⅛	¼N to 1¼P	0 to ¾P	0 to ⅛	5½
5406	1954	8-3¹⁵⁄₁₆x3⅝	.012	15B	.007H	.010H	Ch-J-8	.028	6B	.015	7	20	7.70	2¼	1⅛	¼N to 1¼N	¼N to ¾P	0 to ⅛	5°50′
5401, 5411	1954	8-3¹⁵⁄₁₆x4¼	.012	10B	.007H	.010H	Ch-J-8	.028	6B	.015	7	20	8.00	2¼	1⅛	¼N to 1¼N	¼N to ¾P	0 to ⅛	5°50′
5402	1954	8-3¹⁵⁄₁₆x4¼	NU	10B	AA	AA	Ch-J-8	.028	6B	.015	7	20	8.00	2¼	1⅛	¼N to 1¼N	¼N to ¾P	0 to ⅛	5°50′
5408, 5428, 5431	1954	8-3⅞x4¼	NU	22B	AA	AA	Ch-J-8	.028	TC	.015	7	20	8.70	2¼	1⅛	¼N to 1¼N	¼N to ¾P	0 to ⅛	5°50′
5540	1955	8-3⅛x3½	NU	14B	AA	AA	(g)	.035	6B	.016	5	26	8.50	2¼		¼N to 1¼N	¼N to ¾P	0 to ⅛	5°50′
5560, 5580	1955	8-4x3½	NU	14B	AA	AA	Ch-H-10	.035	6B	.016	5	26	8.50	2¼		¼N to 1¼N	¼N to ¾P	0 to ⅛	5°50′
5640, 5660	1956	8-4x3½		14B	AA	AA	Ch-N-18	.035	5B	.016	5	26	9.50	2¼		¼N to 1¼N	¼N to ¾P	0 to ⅛	5°50′
5680, 5688	1956	8-4⅛x3½		14B	AA	AA	Ch-N-18	.035	10B	.016	5	26	10.00	2¼		¼N to 1¼N	¼N to ¾P	0 to ⅛	5°50′
87L	1957	8-3⅞x3⅝	.030	11B	.024H	.024H	Ch-H-10	.036	4B	.016	5	17	7.50	2	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
PLYMOUTH																			
P-22, P-23	1952	6-3¼x4⅜	.014	12B	.010H	.010H	AL-AR8	.035	2B	.020	5	13	7.00	2⅛	⅛	1N to 1P	¾N to ¾P	0 to ⅛	5¾
P-24	1953	6-3¼x4⅜	.014	12B	.010H	.010H	AL-AR8	.035	2B	.020	5	13	7.10	2⅛		1N to 1P	¾N to ¾P	0 to ⅛	5¾
P-25 (Early)	1954	6-3¼x4⅜	.014	12B	.010H	.010H	AL-4S-140	.035	2B	.020	5	13	7.10	2⅛		1N to 1P	¾N to ¾P	0 to ⅛	5¾
P-25 (Late)	1954	6-3¼x4⅜	.014	12B	.010H	.010H	AL-4S-140	.035	2B	.020	5	14	7.25	2⅛	⅛	1N to 1P	¾N to ¾P	0 to ⅛	5¾
P-26	1955	6-3¼x4⅜	.014	12B	.010H	.010H	AL-4S-140	.035	2B	.020	5	13	7.40	2⅛	⅛	0 to 2N	¼N to ¾P	0 to ⅛	5½
P-27	1955	8-3⅛x3⅛	VTS	14B	AA	AA	AL-4S-165	.035	4B	.018	5	19	7.60	1⅛	⅛	0 to 2N	¼N to ¾P	0 to ⅛	5½
P-27	1955	8-3⅛x3⅛	VTS	14B	AA	AA	AL-4S-165	.035	4B	.018	5	19	7.80	1⅛	⅛	0 to 2N	¼N to ¾P	0 to ⅛	5½
P-28	1956	6-3¼x4⅜	.014	12B	.010H	.010H	AL-AR-80	.035	2B	.020	5	13	7.60	2⅛	⅛	0 to 2N	¼N to ¾P	⅛	6½
P-29	1956	8-3⅛x3⅛	VTS	14B	AA	AA	AL-AR-52	.035	4B	.017	5	19	8.00	1⅛	⅛	0 to 2N	¼N to ¾P	⅛	5½
P-29	1956	8-3⅛x3⅛	VTS	14B	.012H	.020H	AL-AR-52	.035	4B	.017	5	20	8.00	2⅛	⅛	0 to 2N	¼N to ¾P	⅛	5½
P-29	1956	8-3⅛x3⅛	VTS	9B	.010H	.018H	AL-4S-250	.035	4B	.017	5	20	9.25	2⅛	⅛	3 to 2N	¼N to ¾P	¼	5½
P-30	1957	6-3¼x4⅜	.014	12B	.010H	.010H	AL-AR-61	.035	TC	.020	5	13	8.00	2⅛	⅛	0 to 1½N	0 to ½P¹	⅛ to ⅛	6½
P-31	1957	8-3⅛x3⅛	VTS	8B	.008H	.018H	AL-AR-52	.035	4B	.017	5	20	8.00	2⅛	⅛	0 to 1½N	0 to ½P¹	⅛ to ⅛	6½
P-31-2, P-31-3	1957	8-3⅛x3⅛	VTS	8B	.008H	.018H	AL-AR-52	.035	8B	.017	5	20	8.50	2⅛	⅛	0 to 1½N	0 to ½P¹	⅛ to ⅛	6½
P-31 Fury	1957	8-3⅛x3⅛	VTS	17B	.008H	.018H	AL-AR-32	.035	8B	.017	5	20	9.25	2⅛	⅛	0 to 1½N	0 to ½P¹	⅛ to ⅛	6½
PONTIAC																			
25	1952	6-3⅛x4	.015C	5B	.011H	.013H	AC-44-5	.026	6B	.022	5	18	6.80	2⅛	1⅛	¾N	0	0 to ⅛	5
27	1952	8-3⅛x3¾	.015C	5B	.011H	.013H	AC-44-5	.026	6B	.016	5	19	6.80	2	1	¾N	0	0 to ⅛	5
25	1953	6-3⅛x4	.015C	12½B	.012H	.012H	AC-44-5	.026	TC	.022	6	18½	7.00**	2⅛	1⅛	¼N to ¼P	¼P to ¾P	0 to ⅛	5¼
27	1953	8-3⅛x3¾	.015C	5B	.012H	.012H	AC-44-5	.026	6B	.016	5	19½	6.80**	2	1	¼N to ¼P	¼P to ¾P	0 to ⅛	5¼
25	1954	6-3⅛x4	.015C	12½B	.012H	.012H	AC-44-5	.026	3B	.016	5	18½	7.00**	2⅛	1⅛	¼N to ¼P	0 to 1P	0 to ⅛	
27, 28	1954	8-3⅛x3¾	.015C	5B	.012H	.012H	AC-44-5	.026	6B††	.016	5	18¾	6.80**	2	1	¼N to ¼P	0 to 1P	0 to ⅛	
27, 28	1955	8-3⅛x3¾	ER	22B	AA	AA	AC-44-5	.036	5B	.016	5	24	8.00	2¼	⅛	¼N to 1½N	0 to 1P	0 to ⅛	
27, 28	1956	8-3⅛x3¾	ER	22B^	AA	AA	AC-44	.036	5B	.016	5	22¾	8.90	2¼	⅛	½N to 1½N	0 to 1P	0 to ⅛	1°22′
27, 28	1957	8-3⅛x3⅞	ER	22B	AA	AA	AC-45	.036	6B	.016	5	21¾	8.50	2¼	⅛	½N to 1½N	0 to 1P	0 to ⅛	1°20′
STUDEBAKER																			
12G	1952	6-3x4	.020	15B	.016C	.016C	Ch-J-7	.025	2B	.020	5	10	7.00	1⅛	⅛	1¾N	0 to 1P	⅛ to ⅛	6
3H	1952	8-3⅝x3¼	.020	11B	.015C	.015C	Ch-H-8	.035	8B	.016	6	17¼	7.00	2	⅛	1¾N	0 to 1P	⅛ to ⅛	6
14G	1953	6-3x4	.020	15B	.016C	.016C	Ch-J-7	.025	2B	.020	5	10	7.00	1⅛	⅛	1¾N to ¾P	0 to 1P	⅛ to ⅛	6
4H	1953	8-3⅝x3¼	.030	11B	.022H	.022H	Ch-H-10	.035	4B	.016	6	17¼	7.00	2	⅛	1¾N to ¾P	0 to 1P	⅛ to ⅛	6
15G	1954	6-3x4	.020	15B	.016C	.016C	Ch-J-7	.031	2B	.020	5	10	7.50	1⅛	⅛	1N to 2¼N	0 to 1P	⅛ to ⅛	6
5H, 5HY	1954	8-3⅝x3¼	.030	11B	.022H	.022H	Ch-H-11	.036	4B	.013	6	17½	7.50	2	⅛	1N to 2¼N	0 to 1P	⅛ to ⅛	6
16G6	1955	6-3x4⅛	.020	15B	.016C	.016C	Ch-J-7	.031	2B	.020	5	10	7.50	1⅛	⅛	1N to 2¼N	0 to 1P	⅛ to ⅛	6
16G8 (Early)	1955	8-3⅞x2⅛	.030	19B	.024H	.024H	Ch-H-11	.036	8B	.013	6	17¼	7.50	2	⅛	1N to 2¼N	0 to 1P	⅛ to ⅛	6
16G8 (Late), 6H	1955	8-3⅞x3¼	.030	11B	.024H	.024H	Ch-H-11	.036	4B	.013	6	17¼	7.50	2	⅛	1N to 2¼N	0 to 1P	⅛ to ⅛	6
56G	1956	8-3⅞x3¼	.030	11B	.024H	.024H	Ch-H-11	.036	4B	.016	5	17	7.80	2	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
56G	1956	6-3x4⅛	.020	15B	.016C	.016C	Ch-J-7	.031	2B	.020	5	11	7.80	1⅛	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
56H	1956	8-3⅞x3⅝	.030	11B	.024H	.024H	Ch-H-11	.036	4B	.016	5	17	7.80	2	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
56J	1956	8-4x3½		14B	AA	AA	Ch-N1867B	.036	5B	.015	5	25	9.50	2¼	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
57G	1957	6-3x4⅛	.020	15B	.016C	.016C	Ch-J-7	.031	2B	.020	5	11	7.80	1⅛	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
57S	1957	8-3⅞x3¼	.030	11B	.024H	.024H	Ch-H-11	.036	4B	.016	5	17	8.30	2	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
57H	1957	8-3⅞x3⅝	.030	11B	.024H	.024H	Ch-H-11	.036	4B	.016	5	17	8.30	2	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
57H Golden Hawk	1957	8-3⅞x3⅝	.030	11B	.024H	.024H	Ch-H-11	.036	4B	.016	5	17	7.50	2	⅛	1N to 2½N	0 to 1P	⅛ to ⅛	6
WILLYS																			
685	1952	6-3¼x3⅛	.027	9B	.018	.018	Ch-	.030	TC	.020	5	11	7.60	1⅞	⅛	1N to 1P	1¼P to 1¾P	⅛ to ⅛	8¼
685A	1953	6-3¼x3⅛	.027	9B	.018	.018	Ch-J-8	.030	TC	.020	5	11	7.60	1⅞	⅛	1N to 1P	1¼P to 1¾P	⅛ to ⅛	8¼
675A	1953	6-3¼x3⅛	.020	5B	.016	.016	Ch-J-8	.030	TC	.020	5	11	6.90	1⅞	⅛	1N to 1P	1¼P to 1¾P	⅛ to ⅛	8¼
6-226	1954	6-3⅛x4⅜	.018	10B	.014C	.014C	Ch-J-8	.030	5B	.020	5	13	7.30	2⅛	1⅛	¼P to 1¼P	¾P to 1¼P	⅛ to ⅛	8¼
685B	1954	6-3¼x3⅛	.026	9B	.018C	.018C	Ch-J-8	.030	5B	.020	5	11	7.60	1⅞	⅛	¼P to 1¼P	¾P to 1¼P	⅛ to ⅛	8¼
6-226-A	1955	6-3⅛x4⅜	.018	10B	.014C	.014C	(h)	.030	4B	.020	5	13	7.30	2⅛	1⅛	¼P to 1¼P	¾P to 1¼P	⅛ to ⅛	6

FOOTNOTES AND ABBREVIATIONS

† —Off seat.
^ —Same as series 50 and 70 when hydraulic valve lifters are used.
* —13½ when equipped with Dynaflow transmission.
• —18 when equipped with Dynaflow transmission.
• —Powerglide chassis model available at extra cost.
‡ —Adjustment automatic with hydraulic valve lifters when equipped with Powerglide transmission.
§ —10½B when equipped with Powerglide transmission.
•• —7.50 when equipped with Gyro-Matic or Power-flite transmission.
†† —Open.
^^ —Hydramatic chassis model available at extra cost.
** —Le Mans Dual Jetfire engine which is available at extra cost.
•• —7.70 when equipped with Hydramatic transmission.
‡‡ —3B when equipped with Hydramatic transmission.
• —18½ when equipped with Dynaflow transmission.
•• —Eldorado uses AC-43-5.
§§ —18B when equipped with Powerglide transmission.
□ —25 when equipped with air conditioning.
□□ —26½B with Powerglide; 31¾B with two four-barrel carburetors.
§§ —.008 with two four-barrel carburetors.
‡ —.018 with two four-barrel carburetors.
‡‡ —35B with optional camshaft for std. trans.
§ —6B with Fordomatic or Mercomatic.
^ —27B with Hydramatic.
1 —Left side only; right side, ¼N to ¼P.
2 —Early cars only; late cars, 18B.
3 —Or Ch-H-10-64D.
4 —5B with Mercomatic transmission.
(b) —0 to 1¾P with mechanical steering, ¾P to 1P with power steering.
(d) —AC-46-5, Ch-J-8 or AL-A5.
(e) —AC-46-5, Ch-J-8 or AL-A5H.
(g) —AL-AG-8 or Ch-H-10.
(h) —AL-A-7 or Ch-J-8.
(i) —AGR-41 or AGR-31.
(j) —AR-31 or AS-250.
(k) —8.40 with overdrive; 9.00 with Fordomatic.
A —After.
AA —Automatic adjustment with hydraulic valve lifters.
AC —A. C. Spark Plug Div.
AL —The Electric Auto-Lite Co.
B —Before.
C —Cold.
Ch —Champion Spark Plug Co.
ER —End of ramps used for valve timing.
H —Hot.
N —Negative.
NU —Not used.
P —Positive.
TC —Top center.
VTS —Valve train solid.

common ignition faults

REVERSED POLARITY — Occasional miss, poor gas mileage, no power.

MISFIRE — Bucking, rough pulling especially on hills and acceleration.

SHORTED CYLINDER — Same symptoms as misfire. Different remedy.

RESISTANCE — *in wire, corroded castle or fouled plug.* Often shows up as momentary miss only under heaviest pulling conditions. Low gas mileage.

LONG DWELL — *points set too close.* Short point life.

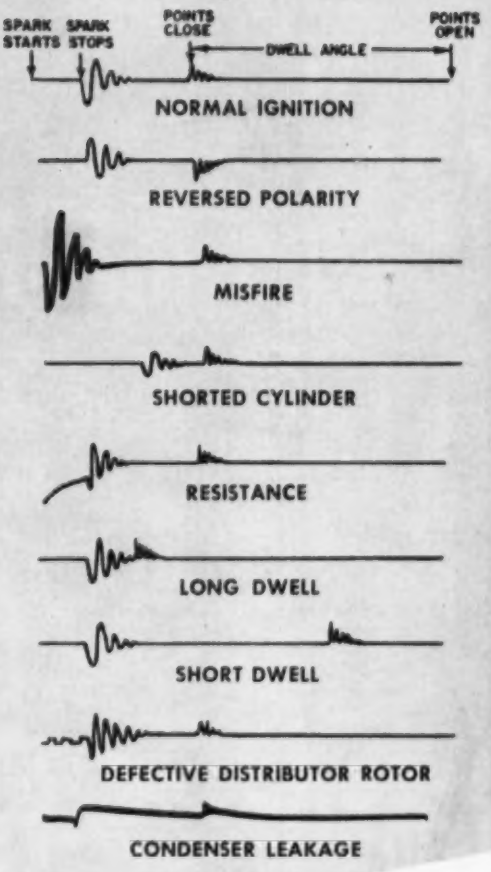
SHORT DWELL — *points set too far open.* High speed miss.

DEFECTIVE DISTRIBUTOR ROTOR — Hard starting. Poor performance.

CONDENSER LEAKAGE — hard starting. Loss of power. Possible road breakdown.

These are but a few of the many faults you run into in the modern ignition system. Many of these faults have common outward symptoms. The only sure way to pinpoint the fault and save time, trouble and make more money is with the TV-type Du Mont EnginScope.

FIND 'EM FAST!



with the

DU MONT® *EnginScope*®*

Ask for information or demonstration . . .

EnginScope Sales
Allen B. Du Mont Laboratories, Inc.,
Clifton, New Jersey

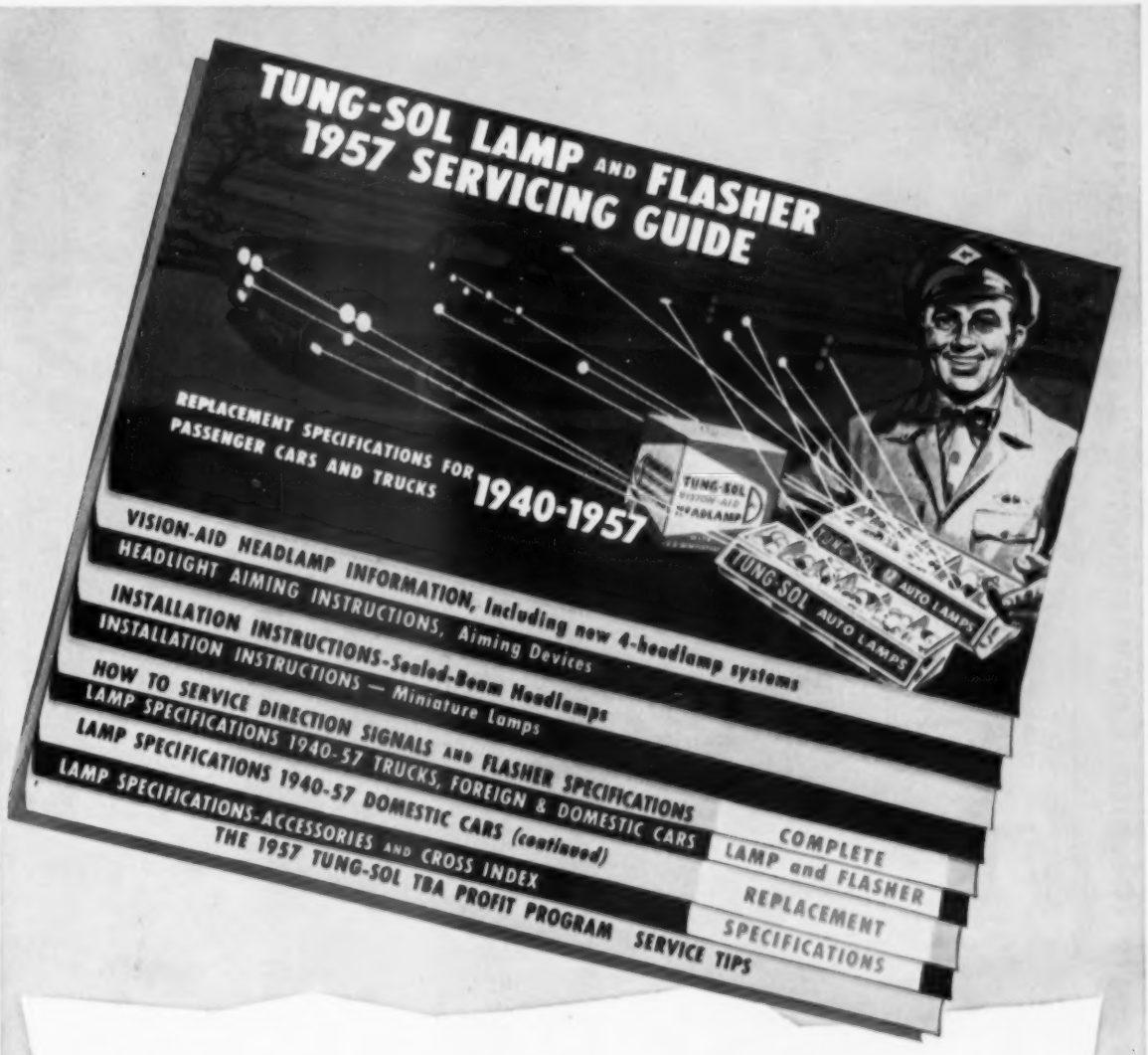
*Trade Mark

LAMP BULBS, FUSES AND CIRCUIT BREAKERS

PASSENGER CAR MAKE AND MODEL	LAMP BULBS (Trade Number)															FUSES AND CIRCUIT BREAKERS (Trade Number)											
	Headlamp	Headlamp Beam Indicator	Parking Light	Tail Light	Stop Light	Direction Indicator: Front	Direction Indicator: Rear	Direction Indicator: Tail/Tele	License Plate Light	Instrument Light	Ignition Lock Light	Dome Light	Clock Light	Courtesy Light	Trunk Compartment Light	Headlamp	Headlamp Beam Indicator	Parking Light	Tail Light	Stop Light	Direction Indicator	License Plate Light	Instrument Light	Ignition Light	Dome Light	Clock	Clock Light	Courtesy Light	Trunk Compartment Light
AMERICAN MOTORS CORP.																												
Hudson 8-3578D	5400	57	1034	1034	(1)	(2)	(3)	57	67	57	N	89	57	(4)	N	19CB	(5)	12CB	(2)	30CB	(3)	(2)	(2)	N	SFE7½	N	(3)	N	N
Metropolitan 4-561, 562	4430	1447	1016	1016	(1)	(2)	1141	1432	57	1447	N	N	N	N	N	3AG30	(5)	(5)	(5)	3AG30	(3)	(5)	(5)	N	N	N	N	N	N
Nash 8-578D	4002[6]	57	1034	1034	(1)	(2)	(3)	57	67	57	N	89	(7)	(4)	N	18CB	(5)	12CB	(2)	30CB	(3)	(2)	(2)	N	SFE7½	N	(3)	N	N
Rambler 6-571D, 8-572D	5400	57	1034	1034	(1)	(2)	(3)	57	67	57	N	89	57	(4)	N	12CB	(5)	12CB	(2)	30CB	(3)	(2)	(2)	N	SFE7½	N	(3)	N	N
CHRYSLER CORP.																												
Chrysler 8-C-75, C-76, C-76-300	5480[8]	57	1034	1034	(1)	(2)	(3)	57	67	57	57	1004	57	1004	1003	20CB	(5)	6CB	(2)	6CB	N	(2)	(2)	(2)	(3)	N	(2)	(3)	(3)
De Soto 8-S-27	5400	57	1034	67	1073	(2)	(3)	57	67	57	N	1004	57	1004	1003	20CB	(5)	6CB	(2)	6CB	N	(2)	(2)	N	(3)	SFE2	(2)	(3)	(3)
8-S-25, S-26	5400[8]	57	1034	67	1073	(2)	(3)	57	67	57	N	1004	57	1004	1003	20CB	(5)	6CB	(2)	6CB	N	(2)	(2)	N	(3)	SFE2	(2)	(3)	(3)
Dodge 8-D66, D67, D70, D71, D72	5480	57	1034	1034	(1)	(2)	(3)	57	67	57	N	1004	57	1004	N	20CB	(5)	(5)	15CB	(1)	N	(1)	(1)	(5)	(1)	SFE2	(1)	(1)	N
Imperial 8-1M1-1	5400[8]	57	1034	1034	(1)	(2)	(3)	57	67	67	57	1004	57	1004	1003	20CB	(5)	6CB	(2)	6CB	N	(2)	(2)	(2)	(3)	N	(2)	(3)	(3)
8-1M1-2, 1M1-4	4001[9]	57	1034	1034	(1)	(2)	(3)	57	67	67	57	1004	57	1004	1003	20CB	(5)	6CB	(2)	6CB	N	(2)	(2)	(2)	(3)	N	(2)	(3)	(3)
Plymouth 6-P-30, 8-P-31, P-31 Fury	5400	57	1034	1034	(1)	(2)	(3)	57	67	57	N	1004	N	N	1003	20CB	(5)	(5)	15CB	(1)	N	(1)	(1)	N	(1)	SFE2	(1)	(1)	(1)
FORD MOTOR CO.																												
Continental 8-60A	5400	57	1034	1034	(1)	(2)	(3)	57	67	57	(7)	1003	(7)	89	68	12CB	(5)	12CB	(2)	(2)	SFE7½	(2)	(2)	(7)	SFE7½	AG1	(7)	(4)	(2)
Ford 6, 8-57A, B; 58A, B; 73A, B	5400	1445	1034	1034	(1)	(2)	(3)		67	57[10]		1003	57	67	N	12CB	(5)	12CB	(2)	(2)	7½CB	(2)	(2)	(2)	(11)	1CB	(2)	(11)	(2)
8-40A, 40B	5400	57	1034	1034	(1)	(2)	(3)	57	67	57	57	N	57	57	N	12CB	(5)	12CB	(2)	(2)	SFE7½	(2)	(2)	(2)	N	N	(2)	SFE7½	N
Lincoln 8-57A, B; 58A, B; 60A, B; 76B	5400	57	67	1034	(1)	1034	(3)	53	67	57		1003	(7)	89	67	12CB	(5)	12CB	(2)	(2)	SFE7½	(2)	(2)	(2)	(11)	N	(2)	(11)	(2)
Mercury 8-57A, 57B, 58A, 58B	5400	1445	1034	1034	(1)	(2)	(3)		67	57	57	1003	57	89	89	12CB	(5)	12CB	(2)	(2)	SFE7½	(2)	(2)	(2)	SFE7½	1AG1	(2)	(4)	(2)
8-75A	4002[6]	1445	1034	1034	(1)	(2)	(3)		67	57	57	1003	57	89	89	12CB	(5)	12CB	(3)	(2)	SFE7½	(2)	(2)	(2)	SFE7½	1AG1	(2)	(4)	(2)
GENERAL MOTORS CORP.																												
Buick 8-40, 90, 60, 70	5400	53	1034	67	1073	(2)	(3)	53	67	57	53	1004[12]	57	N	89	22CB	(5)	(5)	(5)	18AGC	(3)	(5)	(5)	(5)	SFE20	2AGA	(5)	N	(4)
Cadillac 8-60, 62, 75	5400	53	67	1034	(1)	1074	(3)	57	67	57	53	1004[13]	53	90	89	20CB	(5)	(5)	(5)	(5)	SFE6	(5)	(5)	(5)	AGC25	(4)	(5)	(5)	(4)
Chevrolet 6, 8-150D, 210D, 240D	5400	53	1034	1034	(1)	(2)	(3)	57	67	57	N	1004	57	89	93	13CB	N	(5)	SFE9	(1)	SFE6	(1)	AGA3	N	(1)	(1)	AGA3	(7)	(1)
8-2934	5400	53	1034	1034	(1)	(2)	(3)	N	67	57	53	N	57	90	N	13CB	(5)	(5)	(5)	(5)	(5)	(5)	(14)	(15)	N	(5)	(15)	(5)	N
Oldsmobile 8-88, Super 88		53	1034	1034	(1)	(2)	(3)	57	67	57	53	1004	57	90	89	25CB	(5)	(5)	SFE9	AGC20	SFE6	SFE9	AGA3	SFE3	AGC20	AGA1	AGA3	AGC20	SFE9
8-98		53	1034	1034	(1)	(2)	(3)	57	67	57	53	90	57	90	89	25CB	(5)	(5)	SFE9	AGC20	SFE9	SFE9	AGA3	SFE3	AGC20	AGA1	AGA3	AGC20	SFE9
Pontiac 8-87-27, 87-28		57	1034	1034	(1)	(2)	(3)	57	67	57	53	1004	57	89	1003	22CB	(5)	(5)				(1)	SFE4	(7)			(7)	(4)	(4)
STUDEBAKER-PACKARD CORP.																												
Packard 8-57L	5400	1445	1034	1034	(1)	(2)	(3)	1445	67	57		1004	57	90	67	18CB	(5)	(5)	(5)	AGC15	AGC15	(5)	(5)		(3)	1AG3	(5)	(3)	(5)
Studebaker 6-57G, 8-57B, 57H	5400	1445	1034	1034	(1)	(2)	(3)	53	67	57		1004	57		1003	18CB	(5)	(5)	(5)	AGC15	AGC15	(5)	(5)		(3)	1AG3	(5)		(5)

ABBREVIATIONS

1—On tail light.
2—On parking light.
3—On stop light.
4—On dome light.
5—On head lamp.
6—Upper only; lower, 4001.
7—On instrument light.
8—Four head lamps optional; 2-4001 and 2-4002 lamps.
9—Upper only; lower, 4002; dual headlights optional.
10—For speedometer only; oil and generator warning lamps, 1445.
11—On direction indicator.
12—Or 90.
13—90 on Imperial sedan, Series 60 and 62 sedan, Coupe DeVille and Eldorado coupe.
14—On head lamp plus AGA 3 fuse.
15—On fused section of instrument light.
CB—Circuit breaker.
N—No or none.


TUNG-SOL LAMP AND FLASHER
1957 SERVICING GUIDE
REPLACEMENT SPECIFICATIONS FOR PASSENGER CARS AND TRUCKS 1940-1957
VISION-AID HEADLAMP INFORMATION, Including new 4-headlamp systems
HEADLIGHT AIMING INSTRUCTIONS, Aiming Devices
INSTALLATION INSTRUCTIONS-Sealed-Beam Headlamps
INSTALLATION INSTRUCTIONS — Miniature Lamps
HOW TO SERVICE DIRECTION SIGNALS AND FLASHER SPECIFICATIONS
LAMP SPECIFICATIONS 1940-57 TRUCKS, FOREIGN & DOMESTIC CARS
LAMP SPECIFICATIONS 1940-57 DOMESTIC CARS (continued)
LAMP SPECIFICATIONS-ACCESSORIES AND CROSS INDEX
THE 1957 TUNG-SOL TBA PROFIT PROGRAM SERVICE TIPS
COMPLETE LAMP and FLASHER REPLACEMENT SPECIFICATIONS
TUNG-SOL AUTO LAMPS

NEW EDITION!

Look for your copy in the mail, or ask your TUNG-SOL Lamp Supplier for a copy!

TUNG-SOL ELECTRIC INC., Newark 4, N. J.

TRANSMISSIONS—Conventional and Conventional with Overdrive

PASSENGER CAR MAKE AND MODEL	TYPE			CONVENTIONAL TRANSMISSION														OVERDRIVE											
					Ratios								Lubricant												Lubricant				
	Conventional	Conventional with O.D.	Automatic	No. of Forward Speeds	First	Second	Third	Reverse	Constant Mesh Gears in 2nd	Spur Gear Used In	Helical Gears Used In	Synchronous Meshing in 2nd and 3rd Gears	Capacity (pt.)	Type Recommended	SAE Viscosity Number: Summer	Winter	Extreme Cold	Type	If Planetary, No. of Pinions	Manual Lockout	Downshift Accelerator Control	Minimum Cut-in Speed (mph)	Gear Ratio (to — 1)	Capacity (pt.)	Separate Filter	Type Recommended	SAE Viscosity Number: Summer	Winter	Extreme Cold
AMERICAN MOTORS CORP.																													
Hudson 8-35798	Std	Opt	Opt	3	2.49	1.59	1.00	3.15	Y	N	1,2,R	Y	4	SM	90	80	80	P	3	Y	Y	25	.722	4	—	SM	90	80	80
Metropolitan 4-561, 562	Std	N	N	3	2.84	1.49	1.00	3.38	Y	R	1,2	Y	5½	MG	40	30	20	N											
Nash 8-5780	Std	Opt	Opt	3	2.49	1.59	1.00	3.15	Y	N	1,2,R	Y	4	SM	90	80	80	P	3	Y	Y	25	.722	4	—	SM	90	80	80
Rambler 6-5710	Std	Opt	Opt	3	2.61	1.63	1.00	3.54	Y	N	1,2,R	Y	2¼	SM	90	80	80	P	3	Y	Y	25	.700	3½	—	SM	90	80	80
8-5720	Std	Opt	Opt	3	2.57	1.55	1.00	3.49	Y	N	1,2,R	Y	4	SM	90	80	80	P	3	Y	Y	25	.700	4	—	SM	90	80	80
CHRYSLER CORP.																													
Chrysler 8-C-75-1	Std	N	Opt	3	2.31	1.55	1.00	2.96	Y	N	AS	Y	2¾	FG	80	80	80	N											
8-C-75-2, C-76	N	N	Std	N														N											
8-C-76-300	Opt	N	Std	3	2.31	1.55	1.00	2.96	Y	N	AS	Y	2¾	FG	80	80	80	N											
De Soto 8-S-25, S-27	Std	N	Opt	3	2.31	1.55	1.00	2.96	Y	N	AS	Y	2¾	MP	80	80	80	N											
8-S-26	N	N	Std	N														N											
Dodge 6-D-72	Std	N	Opt	3	2.50	1.66	1.00	3.21	Y	N	AS	Y	2¾	GL	80	80	80	N											
8-D-66, D-67, D-70, D-71	Std	N	Opt	3	2.31	1.55	1.00	2.96	Y	N	AS	Y	2¾	GL	80	80	80	N											
Imperial 8-1M1	N	N	Std	N														N											
Plymouth 6-P-30	Std	Opt	Opt	3	2.50	1.66	1.00	3.21	Y	N	AS	Y	2¾	GL	80	80	80	P	3	Y	Y	25	.700	¾	N	GL	80	80	80
8-P-31	Std	Opt	Opt	3	2.50	1.66	1.00	3.21	Y	N	AS	Y	2¾	GL	80	80	80	P	3	Y	Y	25	.700	¾	N	GL	80	80	80
8-P-31 Fury	Std	N	Opt	3	2.50	1.66	1.00	3.21	Y	N	AS	Y	2¾	GL	80	80	80	N											
FORD MOTOR CO.																													
Continental 8-60A	N	N	Std	N														N											
Ford 6-57A, 57B, 58A, 58B, 73A, 73B	Std	Opt	Opt	3	2.84	1.61	1.00	3.37	Y	N	AS	Y	3¼	ME	80	80	80	P	3	Y	Y	28	.700	NA	N	ME	80	80	80
8-73A, 73B	Std	Opt	Opt	3	2.61	1.62	1.00	3.10	Y	N	AS	Y	3¼	ME	80	80	80	P	3	Y	Y	28	.700	NA	N	ME	80	80	80
8-57A, 57B, 58A, 58B	Std	Opt	Opt	3	2.40	1.49	1.00	2.86	Y	N	AS	Y	3¼	ME	80	80	80	P	3	Y	Y	28	.700	NA	N	ME	80	80	80
8-40A, 40B	Std	Opt	Opt	3	2.40	1.49	1.00	2.86	Y	N	AS	Y	3¼	MP	90	90	—	P	3	Y	Y	28	.729	NA	N	MP	80	90	—
Lincoln 8-57A,57B,58A,58B,60A,60B,76B	N	N	Std	N														N											
Mercury 8-57A, 58A	Std	Opt	Opt	3	2.49	1.59	1.00	3.15	Y	N	AS	Y	3¼	—	80	80	80	P	3	N	Y	28	.780	—	N	—	80	80	80
8-58A, 58B, 75A	N	N	Std	N														N											
GENERAL MOTORS CORP.																													
Buick 8-40	Std	N	Opt	3	2.15	1.37	1.00	2.28	Y	N	AS	Y	2½	MP	90	90	90	N											
8-50, 60, 70	N	N	Std	N														N											
Cadillac 8-60, 62, 75	N	N	Std	N														N											
Chevrolet 6-1500, 2100, 2400	Std	Opt	Opt	3	2.84	1.68	1.00	2.94	Y	N	AS	Y	2	MO	90	90	80	P	3	Y	Y	27	.700	1	N	MO	90	90	80
8-(265 cu. in.) 1500, 2100, 2400	Std	Opt	N	3	2.84	1.68	1.00	2.94	Y	N	AS	Y	2	MO	90	90	80	P	3	Y	Y	27	.700	1	N	MO	90	90	80
8-(283 cu. in.) 1500, 2100, 2400	Opt	Opt[1]	Std[2]	3	2.94[3]	1.68[4]	1.00	2.94[3]	Y	N	AS	Y	2	MO	90	90	80	P	3	Y	Y	27	.700	1	N	MO	90	90	80
8-2934	Std	N	Opt	3[5]	2.21[3]	1.32[6]	1.007	2.21[6]	Y	N	AS	Y	2	MO	90	90	80	N											
Oldsmobile 8-88, Super 88	Std	N	Opt	3	2.15	1.37	1.00	2.28	Y	N	AS	Y	2½	MP	80	80	80	N											
8-98	N	N	Std	N														N											
Pontiac 8-57-27, 57-28	Std	N	Opt	3	2.15	1.37	1.00	2.28	Y	N	AS	Y	2½	EP	80	80	80	N											
STUDEBAKER-PACKARD CORP.																													
Packard 8-57L	N	Std	Opt	3	2.49	1.59	1.00	3.15	Y	N	AS	Y	3⅓	MO	90	90	90	P	4	Y	Y	25	.722	1⅔	N	MO	90	90	90
Studebaker 6-57G	Std	Opt	Opt	3	2.61	1.63	1.00	3.54	Y	N	AS	Y	1⅔	MO	90	90	90	P	3	Y	Y	25	.700	1⅔	N	MO	90	90	90
8-57B, 57H	Std	Opt	Opt	3	2.57	1.55	1.00	3.48	Y	N	AS	Y	2⅔	MO	90	90	90	P	3	Y	Y	25	.700	1	N	MO	90	90	90
8-57H Golden Hawk	N	Std	Opt	3	2.49	1.59	1.00	3.15	Y	N	AS	Y	3⅓	MO	90	90	90	P	4	Y	Y	25	.722	1⅔	N	MO	90	90	90

ABBREVIATIONS

1—Not available with two four barrel carburetors or fuel injection.
2—Powerglide only; Turboglide optional.
3—2.20 optional.
4—1.30 optional.
5—Four speed optional.
6—1.66 optional.
7—1.31 optional.
8—2.25 optional.
AS—All speeds.
EP—Extreme pressure.
FG—Fluid gear lubricant.
GL—Gear lubricant.
ME—Mild extreme pressure.
MG—Mineral gear oil.
MO—Mineral oil.
MP—Multi-purpose gear lubricant.
N—No or none.
NA—Not available.
Opt—Optional at extra cost.
P—Planetary.
R—Reverse.
SM—Straight mineral.
Std—Standard.
Y—Yes.

AUTOMATIC TRANSMISSIONS

PASSENGER CARS MAKE AND MODEL	TRADE NAME	Type	Manual Selector Positions (left to right)	GEAR RATIOS: 1st or Low Range	2nd or Drive Range	3rd or Intermediate Range	4th Speed	Reverse	Shifting Within Drive Range by Accelerator and Governor	Governor-Forced Shift	Downshift Up to (mph)	TORQUE CONVERTER: Number of Elements	Max. Ratio at Stall at Engine RPM	Mechanical Lockup: Provided	Speed Range (mph)	Releases at (mph)	Type of Cooling	Anti-Creep Device	LUBRICATION: Capacity—Refill (pt.)	Type Recommended	Grade (S.A.E. No.): Summer	Winter	Extreme Cold
AMERICAN MOTORS CORP.																							
Hudson 8-35780	Hydramatic	FCG	P,N,D4,D3,L,R	3.97	2.55	1.55	1.00	4.31	Y	Y	65	No							23	A	A	A	A
Metropolitan 4-561, 562	None																						
Nash 8-5780	Hydramatic	FCG	P,N,D4,D3,L,R	3.97	2.55	1.55	1.00	4.31	Y	Y	65	No							23	A	A	A	A
Rambler 6-5710	Hydramatic	FCG	N,D4,D3,L,R	3.62	2.63	1.45	1.00	4.30	Y	Y	50	No							17	A	A	A	A
8-5720	Hydramatic	FCG	P,N,D4,D3,L,R	3.97	2.55	1.55	1.00	4.31	Y	Y	65	No							23	A	A	A	A
CHRYSLER CORP.																							
Chrysler 8-C-75-1	Torque Flite	TCG	R,1,N,2,D	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	65	3	2.60-1770	No			AC	No	18	A	A	A	A
8-C-75-2	Torque Flite	TCG	R,1,N,2,D	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	65	3	2.60-1770	No			WC	No	18	A	A	A	A
8-C-76	Torque Flite	TCG	R,1,N,2,D	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	65	3	2.30-1975	No			WC	No	21	A	A	A	A
8-C-76-300	Torque Flite	TCG	R,1,N,2,D	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	65	3	2.30-1950	No			WC	No	21	A	A	A	A
De Soto 8-S-27	Power Flite[3]	TCG	R,N,L,D	1.72[1]	1.00[1]			2.39[1]	Y	Y	55	3	2.70-1860[3]	No			AC	No	20	A	A	A	A
8-S-25, S-26	Torque Flite	TCG	R,1,N,2,D	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	60	3	2.70-1975	No			AC	No	18	A	A	A	A
Dodge 6-D-72	Power Flite	TCG	R,N,L,D	1.72[1]	1.00[1]			2.39[1]	Y	Y	55	3	2.60-1330	No			AC	No	20	A	A	A	A
8-D-66	Power Flite[2]	TCG	R,N,L,D	1.72[1]	1.00[1]			2.39[1]	Y	Y	55	3	2.60-1860[4]	No			AC	No	20	A	A	A	A
8-D-67-1	Torque Flite	TCG	R,1,N,2,D	2.46[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	55	3	2.60-1860[4]	No			AC	No	18	A	A	A	A
8-D-67-2	Torque Flite	TCG	R,1,N,2,D	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	55	3	2.70-1870	No			AC	No	18	A	A	A	A
8-D-70, D-71	Torque Flite	TCG	R,1,N,2,D	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	55	3	2.70-1860[4]	No			AC	No	18	A	A	A	A
Imperial 8-1M1	Torque Flite	TCG	1,2,D,R,N	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	65	3	2.30-1975	No			WC	No	21	A	A	A	A
Plymouth 6-P-30	Power Flite	TCG	R,N,L,D	1.72[1]	1.00[1]			2.39[1]	Y	Y	55	3	2.60-1330	No			AC	No	20	A	A	A	A
8-P-31-1, P-31-2	Power Flite	TCG	R,N,L,D	1.72[1]	1.00[1]			2.39[1]	Y	Y	55	3	2.70-1745	No			AC	No	20	A	A	A	A
8-P-31-3	Power Flite[3]	TCG	R,N,L,D	1.72[1]	1.00[1]			2.39[1]	Y	Y	55	3	2.70-1745	No			AC	No	20	A	A	A	A
8-P-31 Fury	Torque Flite	TCG	R,1,N,2,D	2.45[1]	1.45[1]	1.00[1]		2.20[1]	Y	Y	NA	3	NA	No			AC	No	18	A	A	A	A
FORD MOTOR CO.																							
Continental 8-60A	Turbodrive	TCG	P,R,N,D,L	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	74	3	2.10-1920	No			AC	No	23	A	A	A	A
Ford 6-57A, 57B, 58A, 58B, 73A, 73B	Fordomatic	TCG	P,R,N,Dr,Lo	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	62	3	-1580	No			AC	No	21½	A	A	A	A
8-57A, 57B, 58A, 58B, 73A, 73B	Fordomatic	TCG	P,R,N,Dr,Lo	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	62	3	-1710	No			WC	No	21½	A	A	A	A
8-40A, 40B	Fordomatic	TCG	P,R,N,Dr,Lo	2.40[1]	1.46[1]	1.00[1]		2.00[1]	Y	Y	67	3	2.10-1710	No			WC	No	21½	A	A	A	A
Lincoln 8-57A, 57B, 58A, 58B, 60A, 60B, 76B	Turbodrive	TCG	P,R,N,Dr,Lo	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	74	3	2.10-1920	No			AC	No	22½	A	A	A	A
Mercury 8-57A, 57B, 58A, 58B, 75A	Mercomatic	TCG	R,N,S,L,Dr,Park	2.40[1]	1.46[1]	1.00[1]		2.00[1]	Y	Y	69	3	-1710	No			WC	No	21	A	A	A	A
GENERAL MOTORS CORP.																							
Buick 8-40	Dynaflow	TCG	P,N,D,L,R	1.82[1]	1.00[1]			1.82[1]	Y	No	40	5	3.10-1500	No			WC	No	22	A	A	A	A
8-50, 66, 70	Dynaflow	TCG	P,N,D,L,R	1.82[1]	1.00[1]			1.82[1]	Y	No	40	5	3.10-1700	No			WC	No	22	A	A	A	A
Cadillac 8-60, 62, 75	Hydramatic	FCG	P,N,Dr1,Dr2,Lo,R	3.97	2.55	1.55	1.00	3.74	Y	Y	70	No						No	22	A	A	A	A
Chevrolet 6, 8-1500, 2100, 2400, 8-2934	Powerglide	TCG	P,N,D,L,R	1.82[1]	1.82[1]	1.00[1]		1.82[1]	Y	Y	50	3	2.10-	No				No	22	A	A	A	A
8-1500, 2100, 2400	Turboglide	TCG	P,R,N,D,HR	4.30[1]	3.00[1]	1.00[1]		3.00[1]	No	No	No	5	4.30-	No			WC	No	19	A	A	A	A
Oldsmobile 8-88, Super 88, 98	Hydramatic	FCG	P,N,Dr,S,Lo,R	3.97	2.55	1.55	1.00	4.31	Y	Y	65	No							22	A	A	A	A
Pontiac 8-57-27	Hydramatic	FCG	P,N,Dr1,Dr2,Lo,R	3.97	2.55	1.55	1.00	3.74	Y	Y	70	No							18½	A	A	A	A
8-57-28	Hydramatic	FCG	P,N,Dr1,Dr2,Lo,R	3.97	2.55	1.55	1.00	3.74	Y	Y	65	No							18½	A	A	A	A
STUDEBAKER-PACKARD CORP.																							
Packard 8-57L	Flightomatic	TCG	P,N,D,L,R	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	60	3	2.15-1825	No			AC	No	19	A	A	A	A
Studebaker 8-57G	Flightomatic	TCG	P,N,D,L,R	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	60	3	2.15-1500	No			AC	No	18	A	A	A	A
8-57B	Flightomatic	TCG	P,N,D,L,R	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	60	3	2.15-1600	No			AC	No	18	A	A	A	A
8-57H	Flightomatic	TCG	P,N,D,L,R	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	60	3	2.15-1880	No			AC	No	18	A	A	A	A
8-57H Golden Hawk	Flightomatic	TCG	P,N,D,L,R	2.40[1]	1.47[1]	1.00[1]		2.00[1]	Y	Y	60	3	2.15-1825	No			AC	No	18	A	A	A	A

ABBREVIATIONS

1—Plus torque converter.
2—Torque Flite optional.
3—2.70-1845 with four barrel carburetor and dual exhaust.
4—2.70-1870 with power package.
A—Automatic transmission fluid, type "A."
AC—Air cooled.
D or Dr—Drive.
FCG—Fluid coupling with gears.
HR—Hill retarder.
L or LO—Low.
N—Neutral.
NA—Not available.
N,S—Neutral and start.
P—Park.
R—Reverse.
S—Super performance.
TCG—Torque converter with gears.
WC—Water cooled.
Y—Yes.

TIRES AND BRAKES

PASSENGER CAR MAKE AND MODEL	TIRES: Rev./Mile at 30 mph	TIRES: Tire Size	SERVICE BRAKES: Type	Booster Type	Effective Area (sq. in.)	Percent Effectiveness—Rear	Drum: Type and Material	Drum: Diameter: Front	Drum: Diameter: Rear	Brake Lining: Bonded or Riveted	Brake Lining: Primary: Material	Brake Lining: Primary: Size (length–width–thickness): Front Wheel	Brake Lining: Primary: Size (length–width–thickness): Rear Wheel	Brake Lining: Primary: Segments per Shoe	Brake Lining: Secondary: Material	Brake Lining: Secondary: Size (length–width–thickness): Front Wheel	Brake Lining: Secondary: Size (length–width–thickness): Rear Wheel	Brake Lining: Secondary: Segments per Shoe	Wheel Cylinder Bore: Front	Wheel Cylinder Bore: Rear	Master Cylinder Bore	Available Pedal Travel	Line Pressure at 100 lb. Pedal Load	Shoe Clearance Adjustment	PARKING BRAKES: Type of Control	PARKING BRAKES: Location of Control	PARKING BRAKES: Operates on
AMERICAN MOTORS CORP.																											
Hudson 8-35780	765.0	8.00/14	HM	Vac[1]	197.9	43	CIA	11	11	R	Mo	10 3/4 x 2 1/2 x 3/16	9 3/4 x 2 x 3/16	1	Mo	11 3/4 x 2 1/2 x 3/16	11 3/4 x 2 x 3/16	1	1 1/16	7/8	1	6	670	.015	HL	UL	RB
Metropolitan 4-561, 562	905.0	5.20/13	H	N	76.8	40	CAI	8	8	B	Mo	7 1/16 x 1 1/4 x 1/4	7 1/16 x 1 1/4 x 1/4	1	Mo	7 1/16 x 1 1/4 x 1/4	7 1/16 x 1 1/4 x 1/4	1	5/8	5/8	3/4	4 3/4	1000	FI	HL	UL	RB
Nash 6-5780	765.0	8.00/14	H	Vac[1]	197.9	43	CIA	11	11	R	Mo	10 3/4 x 2 1/2 x 3/16	9 3/4 x 2 x 3/16	1	Mo	11 3/4 x 2 1/2 x 3/16	11 3/4 x 2 x 3/16	1	1 1/16	7/8	1	6	670	.015	HL	UL	RB
Rambler 6-5710	765.0	6.40/15	H	Vac[1]	150.2	37	CIA	9	9	R	Mo	7 3/4 x 2 1/4 x 1/4	7 3/4 x 2 x 1/4	1	Mo	9 3/4 x 2 1/2 x 1/4	9 3/4 x 2 x 1/4	1	1	1	1	6 1/2	880	.015	HL	UL	RB
8-5720	748.0	6.70/15	H	Vac[1]	150.2	37	CIA	9	9	R	Mo	7 3/4 x 2 1/4 x 1/4	7 3/4 x 2 x 1/4	1	Mo	9 3/4 x 2 1/2 x 1/4	9 3/4 x 2 x 1/4	1	1	1	1	6 1/2	860	.015	HL	UL	RB
CHRYSLER CORP.																											
Chrysler 8-C-75	747.0	8.50/14	H	Vac[1]	251.0	40	Cer	12	12	B	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
8-C-76	732.0	9.00/14	H	Vac[1]	251.0	40	Cer	12	12	B	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
8-C-76-300	732.0	9.00/14	H	Vac	251.0	40	Cer	12	12	B	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	4 5/8	1100	NMA	TM	UL	TS
De Soto 8-S-27	760.0	8.00/14	H	Vac[1]	230.0	40	Com	11	11	B	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
8-S-25, S-26	747.0	8.50/14	H	Vac[1]	251.0	40	Cer	12	12	B	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
Dodge 6-D-72	775.0	7.50/14	H	Vac[1]	207.0	35	Com	11	11	B	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
8-D-66	775.0	7.50/14	H	Vac[1]	207.0[4]	35[4]	Com	11	11	B	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16[4]	1	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16[4]	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
8-D-67	760.0	8.00/14	H	Vac[1]	207.0[4]	35[4]	Com	11	11	B	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16[4]	1	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16[4]	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
8-D-70, D-71	760.0	8.00/14	H	Vac[1]	230.0	40	Com	11	11	B	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
Imperial 8-1M1	719.0	9.50/14	H	Vac	251.0	40	Cer	12	12	B	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	4 5/8	1100	NMA	FO	UL	TS
Plymouth 8-P-30, 8-P-31	775.0	7.50/14	H	Vac[1]	184.0	40	Cer	11	11	B	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
8-P-31 Fury	760.0	8.00/14	H	Vac[1]	184.0	40	Cer	11	11	B	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	MA	11 1/2 x 2 1/2 x 3/16	11 1/2 x 2 1/2 x 3/16	1	1 1/16	1 1/16	1 1/16	6[2]	750[3]	NMA	TM	UL	TS
FORD MOTOR CO.																											
Continental 8-60A	711.0	8.00/15	H	Vac	207.5	42	Com	12	12	R	MA	10 3/4 x 2 1/2 x 3/16	10 3/4 x 2 1/2 x 3/16	1	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	1 1/16	3/4	3/4	4 3/4	1110	.010	CH	UL	RB
Ford 6, 8-57A, B; 58A, B; 73A, B	811.0	7.50/14	H	Vac[1]	189.2	38	Com	11	11	R	MA	10 3/4 x 2 1/4 x 3/16	10 3/4 x 1 3/4 x 3/16	1	MA	11 3/4 x 2 1/4 x 3/16	11 3/4 x 1 3/4 x 3/16	1	1 1/16	5/8	1	6 1/2	790	.010	TM	UL	RB
8-40A, 40B	773.0	7.50/14	H	N	176.0	45	Com	11	11	R	MA	11 x 2 1/4	11 x 1 3/4 x 3/16	1	MA	11 x 2 1/4 x 1/4		1	1 1/16		1	6 1/2	790	.010	TM	UL	RB
Lincoln 8-57A, B; 58A, B; 60A, B; 79B	708.0	8.00/15	H	Vac	207.5	42	PSD	12	12	R	MA	10 3/4 x 2 1/2 x 3/16	10 3/4 x 2 1/2 x 3/16	1	MA	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	1 1/16		1 1/16	4 1/2	NA		TM	UL	RB
Mercury 8-57A, 57B, 58A, 58B	774.0	8.00/14[6]	H	Vac[1]	212.1	41	PSD	11	11	R	MA	9 3/4 x 2 1/2 x 3/16	9 3/4 x 2 1/2 x 3/16	1	MA	11 3/4 x 2 1/2 x 3/16	11 3/4 x 2 1/2 x 3/16	1	1 1/16		1	6 1/2	730	.010	SL	UL	RB
8-75A	774.0	8.00/14[6]	H	Vac	233.4	41	PSD	11	11	R	MA	9 3/4 x 3 x 1/4	9 3/4 x 2 1/2 x 1/4	1	MA	11 3/4 x 3 x 1/4	11 3/4 x 2 1/2 x 1/4	1	1 1/16		1 1/16	4 3/4	1050	.010	SL	UL	RB
GENERAL MOTORS CORP.																											
Buick 8-40	750.0	7.10/15	H	Vac[7]	192.7	47	CCI	12	12	R	ME	10 3/4 x 2 1/4 x 3/16	10 3/4 x 2 1/4 x 3/16	1	ME	12 3/4 x 2 1/4 x 3/16	12 3/4 x 2 1/4 x 3/16	1	1 1/16	1	1	6 3/4	600	.015	SL	LC	RB
8-50, 60	735.0	7.60/15	H	Vac[7]	192.7	47	CCI	12	12	R	ME	10 3/4 x 2 1/4 x 3/16	10 3/4 x 2 1/4 x 3/16	1	ME	12 3/4 x 2 1/4 x 3/16	12 3/4 x 2 1/4 x 3/16	1	1 1/16	1	1	6 3/4	600	.015	SL	LC	RB
8-70	723.0	8.00/15	H	Vac[7]	204.2	47	CCI	12	12	R	ME	10 3/4 x 2 1/2 x 3/16	10 3/4 x 2 1/2 x 3/16	1	ME	12 3/4 x 2 1/2 x 3/16	12 3/4 x 2 1/2 x 3/16	1	1 1/16	1	1	6 3/4	600	.015	SL	LC	RB
Cadillac 8-60, 62	711.0[8]	8.00/15	H	Vac	210.3		Com	12	12	R	MA	10 3/4 x 2 1/2 x 1/4	10 3/4 x 2 1/2 x 1/4	1	MA	12 3/4 x 2 1/2 x 1/4	12 3/4 x 2 1/2 x 1/4	1	1 1/16	1	1	4 1/2	930	.010[10]	FO	LS	RB
8-75	706.0[9]	8.20/15	H	Vac	233.7		Com	12	12	R	MA	12 3/4 x 2 1/2 x 1/4	12 3/4 x 2 1/2 x 1/4	1	MA	12 3/4 x 2 1/2 x 1/4	12 3/4 x 2 1/2 x 1/4	1	1 1/16	1	1	4 1/2	930	.010[10]	FO	LS	RB
Chevrolet 6, 8-1500, 2100, 2400	784.0	7.50/14	H	Vac[1]	157.0	44	Com	11	11	B	MA	9 3/4 x 2 x 1/4	9 3/4 x 1 3/4 x 1/4	1	MA	11 3/4 x 2 x 1/4	11 3/4 x 1 3/4 x 1/4	1	1 1/16	1	1	6 3/4	460	ALD	TM	UL	RB
8-2934	755.0	6.70/15	H[11]	N	157.0[12]	44[13]	Com	11	11	B[14]	MA[15]	9 3/4 x 2 x 1/4[16]	9 3/4 x 1 3/4 x 1/4[17]	1[18]	MA[15]	11 3/4 x 2 x 1/4[16]	11 3/4 x 1 3/4 x 1/4[17]	1[19]	1 1/16	1[20]	1	4 1/2	700	ALD	TM	UL	RB
Oldsmobile 6-88, Super 88, 98	747.0	8.50/14	H	Vac[1]	191.7	44	Cer	11	11	R		9 3/4 x 2 x 1/4	9 3/4 x 2 x 1/4	1		12 3/4 x 2 1/2 x 1/4	12 3/4 x 2 x 1/4	1	1 1/16		1	6 1/2	735	.015	FO	LS	RB
Pontiac 8-57-27, 57-28	754.0[21]	8.00/14[22]	H	Vac[1]	178.0	44	CCI	12	11	R	MA	10 1/4 x 2 1/4 x 1/4	9 1/4 x 1 3/4 x 1/4	1	MA	12 1/4 x 2 1/4 x 1/4	11 1/4 x 1 3/4 x 1/4	1	1 1/16		1	5 1/16	760	.015	SL	UL	RB
STUDEBAKER-PACKARD CORP.																											
Packard 8-57L	727.0	7.60/15	H	Vac[1]	195.3	38	Com	11	10	R		12 x 2 1/4 x 1/4	10 1/2 x 2 x 1/4	1		12 x 2 1/4 x 1/4	10 1/2 x 2 x 1/4	1	1 1/16	7/8	1	6	890	.007	HL	RS	RB
Studebaker 6-57G	771.[23]	6.40/15[24]	H	Vac[1]	166.0	38	Com	10	9	R		10 1/2 x 2 x 1/4	9 1/2 x 2 x 1/4	1		10 1/2 x 2 x 1/4	9 1/2 x 2 x 1/4	1	1	3/4	1	6	890	.007	HL	RS	RB
8-57B, 57H	753.[25]	6.70/15[26]	H	Vac[1]	195.3	38	Com	11	10	R		12 x 2 1/4 x 1/4	10 1/2 x 2 x 1/4	1		12 x 2 1/4 x 1/4	10 1/2 x 2 x 1/4	1	1 1/16	7/8	1	6	890	.007	HL	RS	RB
8-57H Golden Hawk	739.0	7.10/15	H	Vac[1]	195.3	38	Com	11	10	R		12 x 2 1/4 x 1/4	10 1/2 x 2 x 1/4	1		12 x 2 1/4 x 1/4	10 1/2 x 2 x 1/4	1	1 1/16	7/8	1	6	890	.007	HL	RS	RB

ABBREVIATIONS

1—Optional.
2—4 5/8 with power brakes.
3—1100 with power brakes.
4—Four door hardtops and convertibles are the same as D-70 and D-71 models.
5—1200 with power brakes.
6—8.50/14 with air conditioning.
7—Optional with auto. trans. only.
8—Firestone only; U. S. Royal, 730.0; Goodrich, 717.0.
9—Firestone only; U. S. Royal, 712.0; Goodrich, 706.0.
10—Top only; bottom, .015.
11—Heavy duty brakes optional.
12—121.0 with heavy duty brakes.
13—38 with heavy duty brakes.
14—Welded with heavy duty brakes.
15—Sintered metal and ceramic with heavy duty brakes.
16—2 1/4 x 2 1/2 x 1/4 with heavy duty brakes.
17—2 1/4 x 2 x 1/4 with heavy duty brakes.
18—Two with heavy duty brakes.
19—Four with heavy duty brakes.
20—1 1/8 with heavy duty brakes.
21—771.0 on 57-27 Chieftain.
22—7.50/14 on 57-27 Chieftain.
23—753.0 on Silver Hawk and Pelham.
24—6.70/15 on Silver Hawk and Pelham.
25—739.0 on Classic.
26—7.10/15 on Classic.

ALD—Adjust to light drag and back off seven notches.
B—Bonded.
CAI—Chrome alloy cast iron.
CCI—Centrifugally cast iron.
Cem—Centrifuse.
CH—Cane handle.
CIA—Cast iron alloy.
Com—Composite.
FI—Floating.
FO—Foot operated.
H—Hydraulic internal expanding.
HL—Hand lever.
HM—Hydraulic internal expanding with mechanical reserve on rear wheels.
LC—Left side cowl panel.
LS—Left of steering column.
MA—Moulded asbestos.
ME—Moulded extruded.
Mo—Moulded.
N—No or none.
NA—Not available.
NMA—No major adjustment required.
PSD—Pressed steel disc fused to cast iron rim.
R—Riveted. **RB**—Rear brakes.
RS—Right of steering column.
SL—Step on lever with release button.
TM—"T" handle, multiple pawl ratchet.
TS—Transmission output shaft.
UL—Under instrument panel, left of steering wheel.
Vac—Vacuum.

SCHRADER TUBELESS TIRE VALVE PRACTICE

for all 1955, 1956 and 1957 model cars

THE SCHRADER VALVES YOU NEED

SERVICE PRACTICE #1

Your choice of these valve combinations serves all sizes of the tubeless tires you stock. Save carrying seven Original Equipment valve sizes and various extensions for each popular tire size.

COMBINATION NO. 1

Fits 95% of all cars. #3640K2 Valve with washers for .453" and ⅝" rim holes, and #3680C Extension.

SERVICE PRACTICE #2

COMBINATION NO. 2

Fits all cars. #413R Valve for .453" and #54 Valve for ⅝" rim holes, with #3680C or #3680G Extension.

SERVICE PRACTICE #3

Orig. Equip. Snap-In Valve Practice
SEVEN VALVES, TWO EXTENSIONS NEEDED

ALL 1957 MODELS		Tubeless Clamp-In Valve Practice ONE VALVE, ONE EXTENSION NEEDED		Tubeless Snap-In Valve Practice TWO VALVES, TWO EXTENSIONS NEEDED		Schrader valve and/or extension for standard and deluxe rim covers
TIRE SIZE	Make and model of 1957 cars	Schrader valve w/o ext. for std. rim covers	Schrader valve with ext. for deluxe rim covers	Schrader valve w/o ext. for std. rim covers	Schrader valve with ext. for deluxe rim covers	
6.40 x 15	Rambler 6, Studebaker Champion, Silver Hawk 6, Willys 4-DJ-3A	3640K2	.....	413R	.....	413R
		3640K2	.....	54	.....	54
		3640K2	.....	54	.....	54
6.70 x 15	Rambler 8, Stud. Commander, Studebaker Pres. Silver Hawk 8, Willys 6-226-2X4	3640K2	.....	413R	.....	413R
		3640K2	.....	54	.....	54
		3640K2	.....	54	.....	54
7.10 x 15	Buick 40 Special, Stud. Golden Hawk, Stud. Pres. Classic	3640K2	.....	54	.....	54
7.50 x 14	Chevrolet (all)	3640K2	3640K2 + 3680C Ext.	413R	413R + 3680C Ext.	413R, 418R 413R + 3680C
	Dodge Coronet 6, 8	.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	55
	Ford (all),	3640K2	3640K2 + 3680C Ext.*	....	413R + 3680C Ext.*	413R 413R + 3680C 413R + 3680G
	Pontiac Chieftain, Plymouth (all but Fury)	3640K2	.....	413R	.....	413R
		.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	55
7.60 x 15	Buick Century, Buick Super, Packard Town Sedan, Packard Country Sedan	3640K2	.....	54	.....	54
8.00 x 14	DeSoto Firesweep, Dodge Royal, Custom	.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	55
	Hudson Hornet,	3640K2	.....	413R	.....	413R
	Mercury (all)	.....	.....	.....	413R + 3680G Ext.	423R
	Nash Ambassador 8,	3640K2	.....	413R	.....	413R
	Plymouth Fury, Pontiac (all but Chieftain)	.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	55
		3640K2	.....	....	413R	414R 413R
8.00 x 15	Buick R. M.,	3640K2	.....	54	.....	54
	Cad. 62, 60 Spcl., Continental, Lincoln (all)	.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	420R
		.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	55
8.20 x 15	Cad. 75	.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	420R
8.50 x 14	Chrysler W., Chrysler Sara., DeSoto Frt., DeSoto Fdme, Olds (Sedans)	.....	3640K2 + 3680C Ext.	.....	54 + 3680C Ext.	55
		3640K2	.....	413R	.....	413R
9.00 x 14	Chrysler N. Y., Olds Convert.	.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	55
		3640K2	.....	413R	.....	413R
9.50 x 14	Chrysler Imp.	.....	3640K2 + 3680C Ext.	....	54 + 3680C Ext.	55

All 1956 models—Take #3640K2 Clamp-in Valve or #54 Snap-in Valve except Cadillac, Chrysler Imperial, Lincoln and Mercury, which need #3640K2 or #54 + #3680C Extension.

All 1955 models—Take #3640K2 Clamp-in Valve or #54 Snap-in Valve.

**Some Ford Special Deluxe Ornamental Rim Covers (approx. 3% of production), call for #413R Snap-in Valve + 3680G Ext.*

Schrader® a division of SCOVILL

A. SCHRADER'S SON BROOKLYN 38, N. Y.
Division of Scovill Manufacturing Co., Inc.

FIRST NAME IN TIRE VALVES

FOR ORIGINAL EQUIPMENT AND REPLACEMENT

PROPELLER SHAFT, AND REAR AXLE

PASSENGER CAR MAKE AND MODEL	PROPELLER SHAFT										REAR AXLE														
			Intermediate Bearing		Universals								Gearing								Lubricant				
								Bearing					Standard Ratios			No of Teeth—Ring and Pinion						SAE Viscosity Number		
	Number Used	Type	Type	Lubrication	Make	Number Used	Type	Type	Lubrication	Drive Taken Through	Torque Taken Through	Type	Gear Type	Conventional (to 1)	Overdrive (to 1)	Automatic (to 1)	Conventional	Overdrive	Automatic	Pinion Adjustment	Pinion Bearing Adjustment	Capacity (Pt.)	Type Recommended	Summer	Winter	Extreme Cold
AMERICAN MOTORS CORP.																									
Hudson 8-35788	1	TT	AF	P	Mech	1	Cr	AF	P	TT	TT	SF	Hy	4.10	4.10	3.15	41-10	41-10	41-13	Sh	Sh	4	Hy	90	90	80
Metropolitan 4-561, 562	1	Ex	N		HS	2	Cr	NR	GF	Sp	Sp	TF	Hy	4.22	N	N	38-9	N	N	Sh	Sh	2	EP	90	90	80
Nash 8-5780	1	TT	AF	P	Mech	1	Cr	AF	P	TT	TT	SF	Hy	4.10	4.10	3.15	41-10	41-10	41-13	Sh	Sh	4	Hy	90	90	80
Rambler 6-5710	1	TT	AF[1]	P	Mech	1	Cr	AF	P	TT	TT	SF	Hy	3.77	4.40	3.31	34-9	40-9[2]	43-13	Sh	Sh	3	Hy	90	90	80
8-5720	1	TT	AF	P	Mech,Uni	1	Cr	AF	P	TT	TT	SF	Hy	4.10	4.40	3.54	41-10	40-9	39-11	Sh	Sh	4	Hy	90	90	80
CHRYSLER CORP.																									
Chrysler 8-C-75-1	1	Ex	N	.....	Chry	2	B-C	AF	P	Sp	Sp	SF	Hy	3.73	N	3.18	41-11	N	35-11	SS	Sh	3½	MP	90	90	80
8-C-75-2	1	Ex	N	.....	Chry	2	B-C	AF	P	Sp	Sp	SF	Hy	N	N	3.18	N	N	35-11	SS	Sh	3½	MP	90	90	80
8-C-76	1	Ex	N	.....	Chry	2	B-C	AF	P	Sp	Sp	SF	Hy	N	N	3.18[3]	N	N	35-11[3]	SS	Sh	3½	MP	90	90	80
8-C-76-300	1	Ex	N	.....	Chry	2	B-C	AF	P	Sp	Sp	SF	Hy	Var	N	3.36	Var	N	37-11	SS	Sh	3½	MP	90	90	80
De Soto 8-S-27	1	Ex	N	.....	DeS	2	B-C	AF	P[4]	Sp	Sp	SF	Hy	3.91	N	3.54	43-11	N	39-11	SS	Sh	3½	MP	90	90	80
8-S-25	1	Ex	N	.....	DeS	2	B-C	AF	P	Sp	Sp	SF	Hy	3.91	N	3.36	43-11	N	37-11	SS	Sh	3½	MP	90	90	80
8-S-26	1	Ex	N	.....	DeS	2	B-C	AF	P	Sp	Sp	SF	Hy	N	N	3.36	N	N	37-11	SS	Sh	3½	MP	90	90	80
Dodge 8-D-72	1	Ex	N	.....	Do	2	B-C	AF	P[4]	Sp	Sp	SF	Hy	3.90	N	3.73	39-10	N	41-11	SS	Sh	3½	MP	90	90	80
8-D-86	1	Ex	N	.....	Do	2	B-C	AF	P[4]	Sp	Sp	SF	Hy	3.73	N	3.54[5]	41-11	N	39-11[5]	SS	Sh	3½	MP	90	90	80
8-D-67, D-70, D-71	1	Ex	N	.....	Do	2	B-C	AF	P[4]	Sp	Sp	SF	Hy	3.73	N	3.36	41-11	N	37-11	SS	Sh	3½	MP	90	90	80
Imperial 8-1M1	1	Ex	AF	P	Imp	3	Cr	AF	P	Sp	Sp	SF	Hy	N	N	3.18[3]	N	N	35-11[3]	SS	Sh	3½	MP	90	90	80
Plymouth 6-P-30	1	Ex	N	.....	Ply	2	B-C	AF	P	Sp	Sp	SF	Hy	3.73	4.10	3.73	41-11	41-10	41-11	SS	Sh	3¼	MP	90	90	80
8-P-31	1	Ex	N	.....	Ply	2	B-C	AF	P	Sp	Sp	SF	Hy	3.54	3.91	3.36[6]	39-11	43-11	37-11[6]	SS	Sh	3½	MP	90	90	80
8-P-31 Fury	1	Ex	N	.....	Ply	2	B-C	AF	P	Sp	Sp	SF	Hy	3.73	N	3.36	41-11	N	37-11	SS	Sh	3½	MP	90	90	80
FORD MOTOR CO.																									
Continental 8-60A	2	Ex	Ba	P	Spi	3	Cr	NR	GF	Sp	Sp	SF	Hy	N	N	3.07	N	N	.....	Sh	Sh	4	EP	90	90	80
Ford 6-57A, 57B, 58A, 58B, 73A, 73B	1	Ex	N	.....	Spi	2	Cr	NR	P	Sp	Sp	SF	Hy	3.70	3.89	3.10	.....	.....	.....	Sh	Sh	4½	EP	90	90	80
8-57A, 57B, 58A, 58B, 73A, 73B	1		N	.....	Spi	2	Cr	NR	P	Sp	Sp	SF	Hy	3.56	3.70	3.10	.....	.....	.....	Sh	Sh	4½	EP	90	90	80
8-40A, 40B	1	Ex	N	.....	Spi	2	Cr	NR	GF	Sp	Sp	SF	Hy	3.56	3.70	3.10	.....	.....	.....	Sh	Sh	3⅝	ME	90	90	80
Lincoln 8-57A, B; 58A, B; 60A, B; 76B	1	Ex	N	.....	Spi	2	Cr	NR	GF	Sp	Sp	SF	Hy	N	N	3.07[7]	N	N	.....	Sh	Sh	4	NA	80	80	.....
Mercury 8-57A, 57B, 58A, 58B	1	Ex	N	.....	Spi	2	Cr	NR	GF	Sp	Sp	SF	Hy	3.70	3.89	3.22	37-10	35-9	29-9	Sh	Sh	5	EP	90	80	.....
8-75A	1	Ex	N	.....	Spi	2	Cr	NR	GF	Sp	Sp	SF	Hy	N	N	3.22	N	N	29-9	Sh	Sh	5	EP	90	80	.....
GENERAL MOTORS CORP.																									
Buick 8-40	2	TT	Ba	P	Sag[8]	2	Cr	P[9]	T[10]	TT	TT	SF	Hy	3.58	N	3.07	43-12	N	43-14	Sh	Sh	6	Hy	90	90	90
8-50, 60, 70	2	TT	Ba	P	Sag[8]	2	Cr	P[9]	T[10]	TT	TT	SF	Hy	N	N	3.07	N	N	43-14	Sh	Sh	6	Hy	90	90	90
Cadillac 8-60, 62	2	Ex	AF	P	Mech,Sag	3	CT	Ne	P	Sp	Sp	SF	Hy	N	N	3.07[11]	N	N	.....	N	CS	5	Hy	90	90	80
8-75	2	Ex	AF	P	Mech,Sag	3	CT	Ne	P	Sp	Sp	SF	Hy	N	N	3.36	N	N	.....	N	CS	5	Hy	90	90	80
Chevrolet 6-1500, 2100, 2400	1	Ex	N	.....	Chev	2	YS	AF	P	Sp	Sp	SF	Hy	3.55	4.11	3.36	39-11	37-9	37-11	Sh	N	4	Hy	90	90	90
8- 265 cu. in. 1500, 2100, 2400	1	Ex	N	.....	Chev	2	YS	AF	P	Sp	Sp	SF	Hy	3.55	4.11	N	39-11	37-9	N	Sh	N	4	Hy	90	90	90
8- 283 cu. in. 1500, 2100, 2400	1	Ex	N	.....	Chev	2	YS	AF	P	Sp	Sp	SF	Hy	3.55[12]	4.11[13]	3.36	39-11[12]	37-9[13]	37-11	Sh	N	4	Hy	90	90	90
8-2934	1	Ex	N	.....	Chev	2	YS	AF	GF	Sp	Sp	SF	Hy	3.70	N	3.55	37-10	N	39-11	Sh	N	4	Hy	90	90	90
Oldsmobile 8-88	2	Ex	AF	P	Sag	3	Cr	Ne	P	Sp	Sp	SF	Hy	3.64	N	3.23	40-11	N	42-13	Sh	Nu	5¼	MP	90	90	90
8-Super 88	2	Ex	AF	P	Sag	3	Cr	Ne	P	Sp	Sp	SF	Hy	3.64	N	3.42	40-11	N	41-12	Sh	Nu	5¼	MP	90	90	90
8-98	2	Ex	AF	P	Sag	3	Cr	Ne	P	Sp	Sp	SF	Hy	N	N	3.42	N	N	41-12	Sh	Nu	5¼	MP	90	90	90
Pontiac 8-57-27 Chieftain, Super Chief	1	Ex	N	.....	Sag	2	Cr	AF	P	Sp	Sp	SF	Hy	3.42	N	3.08	41-12	N	40-13	Sh	CS	5	Hy	90	90	90
8-57-27 Star Chief, 57-28	1	Ex	N	.....	Sag	2	Cr	AF	P	Sp	Sp	SF	Hy	3.42	N	3.23	41-12	N	42-13	Sh	CS	5	Hy	90	90	90
STUDEBAKER-PACKARD CORP.																									
Packard 8-57L	2	Ex	AF	P	Spi	3	Cr	Ne	GF	Sp	Sp	SF	Hy	N	4.27	3.31	N	.....	.....	Sh	Sh	3	Hy	90	90	90
Studebaker 8-57G	2	Ex	AF	P	Spi	3	Cr	Ne	GF	Sp	Sp	SF	Hy	4.10	4.56	3.54	.....	.....	.....	Sh	Sh	2½	Hy	90	90	90
8-57B, 57H	2	Ex	AF	P	Spi	3	Cr	Ne	GF	Sp	Sp	SF	Hy	3.54	3.92[14]	3.31	.....	.....	.....	Sh	Sh	3	Hy	90	90	90
8-57H Golden Hawk	2	Ex	AF	P	Spi	3	Cr	Ne	GF	Sp	Sp	SF	Hy	N	4.27	3.31	N	.....	.....	Sh	Sh	3	Hy	90	90	90

ABBREVIATIONS

1—None with auto. trans.
2—Or 35-8.
3—Flat areas of the country will be equipped with 2.92 (38-13) except with air conditioning.
4—Ball and trunnion joint must be cleaned and repacked.
5—Power Flite only; Torque Flite, 3.36 (37-11).
6—Power Flite only; Torque Flite, 3.18 (35-11).
7—3.31 with air conditioning.
8—Front only; rear, Saginaw and Spicer.
9—Front only; rear, anti-friction.
10—Front only; rear, prepacked.
11—3.36 on Eldorado models.
12—Used only with one or two four barrel carburetors or fuel injection.
13—Used only with four barrel carburetor.
14—Classic, 4.09.
AF—Anti-friction.
Ba—Ball bearing.
B-C—Ball and trunnion on front and cross on rear.
Chev—Chevrolet.
Chry—Chrysler.
Cr—Cross.
CS—Collapsible spacer.
CT—Cross and trunnion.
DeS—De Soto.
Do—Dodge.
EP—Extreme pressure hypoid.
Ex—Exposed. **HS**—Hardy-Spicer.
GF—Grease fitting. **Hy**—Hypoid.
Imp—Imperial.
ME—Multi-purpose extreme pressure.
Mech—Mechanics.
MP—Multi-purpose hypoid gear lubricant.
N—No or none. **NR**—Needle roller.
NA—Not available. **Nu**—Nut.
Ne—Needle. **P**—Pre-packed.
Pl—Plain.
Ply—Plymouth.
Sag—Saginaw Steering Gear.
SF—Semi-floating.
Sh—Shim.
Sp—Springs.
Spi—Spicer.
SS—Solid shim.
T—By transmission.
TF—Three quarter floating.
TT—Torque tube.
Uni—Universal.
Var—Various.
YS—Yoke and spider.

FRONT SUSPENSION AND STEERING

PASSENGER CAR MAKE AND MODEL	FRONT SUSPENSION										STEERING																		
		Spring						Shock Absorbers						Turning Diameter			Mechanical				Power						Linkage			
																Gear						Gear							
	Type	Type	Free Length	I. D. of Coil	Spring Rate (lb. per in.)	Rate at Wheel (lb. per in.)	Normal Load (lb. @ rated height)	Make	Type	Piston Diam. (in.)	Stabilizer—Type	Type	Wheel Diameter	Wall to Wall (outside front)	Curb to Curb (outside front)	Inside Wheel Angle with Outside Wheel at 20 (deg.)	Type	Make	Ratios (to–1) Gear	Ratios (to–1) Over-all	Type	Make	Type	Ratios (to–1) Gear	Ratios (to–1) Over-all	Pump Driven by	Type	Location	Drag Link	Tie Rods
AMERICAN MOTORS CORP.																													
Hudson 8-35780	IDA	Co		5⅝	109[1]	102[2]	1050–9½L.[3]	Mon	D	1	LI	Mec	18	45'0"	42'0"	23.3	WR	Gem	18.0	25.4	Lk	Mon	WR	18.0	23.1	BC	BS	R	Tr	2
Metropolitan 4-561, 562	IDC	Co		3½	100	96	546–	Gir	D	1	N	Mec	17	39'11"L	37'9"L	24.0	CL	CGL	13.5	21.0	N						BS	R	Tr	2
Nash 8-5780	IDA	Co		5⅝	109[1]	102[2]	1050–9½L.[3]	Mon	D	1	LI	Mec	18	45'0"	42'0"	23.3	WR	Gem	18.0	25.4	Lk	Mon	WR	18.0	23.1	BC	BS	R	Tr	2
Rambler 6-5710	IDC	Co		5	110L	94L	900–8½L	Del	D	1	N	Mec	17	40'1"L	37'6"	22.3	WR	Gem	20.0	23.0	Lk	Mon	WR	20.0	17.2	BC	BS	F	Tr	2
8-5720	IDC	Co		5	110L	94L	1000–8½L	Del	D	1	N	Mec	17	40'1"L	37'6"	22.3	WR	Gem	20.0	23.0	Lk	Mon	WR	20.0	17.2	BC	BS	F	Tr	2
CHRYSLER CORP.																													
Chrysler 8-C-75-1	ITB	TB	48⅛		NA	108	NA	Chr	D	1	LI	Mec	17	47'11"	45'3"	21.8	WR	Gem	20.4	29.9	In	Chr	RGR	16.3	19.8	FP	SE	R	Tr	2
8-C-75-2	ITB	TB	48⅛		NA	108	NA	Chr	D	1	LI	Pow	17	47'11"	45'4"	21.8	N				In	Chr	RGR	16.3	19.8	FP	SE	R	Tr	2
8-C-76	ITB	TB	48⅛		NA	112	NA	Chr	D	1	LI	Pow	17	47'11"	45'4"	21.8	N				In	Chr	RGR	16.3	19.8	FP	SE	R	Tr	2
8-C-76-300	ITB	TB	48⅛		NA		NA	Chr	D	1	LI	Mec	17	47'11"	45'4"	21.8	WR	Gem	20.4	29.9	In	Chr	RGR	16.3	19.8	FP	SE	R	Tr	2
De Soto 8-S-27	ITB	TB	44⅛		NA		NA	DeS	D	1	LI	Mec	17	46'2"	43'9"	21.6	WR	Gem	18.2	26.8	In	DeS	RGR	16.3	19.8	FP	SE	R	Tr	2
8-S-25, S-26	ITB	TB	48⅛		NA		NA	DeS	D	1	LI	Mec	17	47'11"	45'3"	21.8	WR	Gem	20.4	29.9	In	DeS	RGR	16.3	19.8	FP	SE	R	Tr	2
Dodge 6-D-72, 8-D-86, D-67-1	ITB	TB	44⅛		NA		NA	Do	D	1	N	Mec	17	46'7"	43'9"	21.6	WR	Do	18.2	26.8	In	Do	RGR	16.3	19.8	FP	SE	R	Tr	2
8-D-67-2, D-70, D-71	ITB	TB	44⅛		NA		NA	Do	D	1	LI	Mec	17	46'7"	43'9"	21.6	WR	Do	18.2	26.8	In	Do	RGR	16.3	19.8	FP	SE	R	Tr	2
Imperial 8-1M1	ITB	TB	48⅛		NA	116	NA	Imp	D	1	LI	Pow	17	49'5"	46'5"	21.8	N				In	Imp	RGR	16.3	19.8	FP	SE	R	Tr	2
Plymouth 6-P-30	ITB	TB	44⅛		NA	105	NA	Ply	D	1	N	Mec	17	45'1"	42'4"	21.6	WR	Ply	18.2	26.8	In	Ply	RGR	16.3	19.8	FP	SE	R	Tr	2
8-P-31	ITB	TB	44⅛		NA	129	NA	Ply	D	1	N	Mec	17	45'1"	42'4"	21.6	WR	Ply	18.2	26.8	In	Ply	RGR	16.3	19.8	FP	SE	R	Tr	2
8-P-31 Fury	ITB	TB	44⅛		NA	145	NA	Ply	D	1	N	Mec	17	45'1"	42'4"	21.6	WR	Ply	18.2	26.8	In	Ply	RGR	16.3	19.8	FP	SE	R	Tr	2
FORD MOTOR CO.																													
Continental 8-60A	ICB	Co	15⅞	4¼	450	126	2680–9⅞	Gab	D	1⅝	LI	Pow	17	47'7"	45'2"	25.8	N				In	Sag	RBN	17.5	20.9	BC	Par	R	Tr	2
Ford 6, 8-57A, 57B, 58A, 58B	IBJ	Co	14½	4	400		2075–9½	FMG	D	1	LI	Mec	17½	42'11"	40'2"	23.3	WR	Fo	20.0	27.0	Lk	Ben	WR	20.0	27.0	BC	Par	R	Tr	2
6, 8-73A, 73B	IBJ	Co	15⅛	4	400		2175–9½	FMG	D	1	LI	Mec	17½	43'5"	40'8"	23.3	WR	Fo	20.0	27.0	Lk	Ben	WR	20.0	27.0	BC	Par	R	Tr	2
8-40A, 40B	IBJ	Co	14½	4½	290		1540–	Gab	D	1	LI	Mec	17	37'5"	35'0"	24.5	WR	Fo	20.0	23.0	Lk	Ben	WR	20.0	23.0	BC	Par	R	Tr	2
Lincoln 8-57A, B; 58A, B; 60A, B; 76B	IBJ	Co	16½	4½	360	97	2500–10		D	1⅛	LI	Pow	18	49'1"	45'6"	24.4	N					Sag	RB	17.5	20.9	BC	Par	R	Tr	2
Mercury 8-57A, 57B, 58A, 58B	IBJ	Co	17½	4½	330	107	2330–10½	FG	D	1	LI	Mec	17		43'4"	24.8	RBR	Sag	20.0	27.0	Lk	Ben	RBR	20.0	27.0	BC	Par	R	Tr	2
8-75A	IBJ	Co	17⅝	4½	350	107	2450–10½	FG	D	1	LI	Pow	17		43'4"	24.8	N				Lk	Ben	RBR	20.0	27.0	BC	Par	R	Tr	2
GENERAL MOTORS CORP.																													
Buick 8-40, 60	BJC	Co		4⅛	390	82	2450–10	Del	D	1	LI	Mec	17½	45'8"	43'2"	21.0	RBN	Sag	23.6	28.8		Sag	RBP	17.5	19.7	BC	Par	R	Tr	2
8-50, 70	BJC	Co		4⅛	415	88	2580–10	Del	D	1	LI	Pow	17½	47'2"	44'6"	22.0	N					Sag	RBP	17.5	19.7	BC	Par	R	Tr	2
Cadillac 8-60, 62	ICS	Co	17⅛[4]	4	350[5]		2400–10⅛[6]	Del	D	1	LI	Pow	18			22.7	N					Sag	BNS	17.5	19.5	BC	PDL	R	Tr	2
8-75	ICS	Co	16½	4	475		2600–10½	Del	D	1	LI	Pow	18			22.7	N					Sag	BNS	17.5	19.5	BC	PDL	R	Tr	2
Chev. 6, 8 (265 cu. in.) 1500, 2100, 2400	ISJ	Co	15⅛	3⅛	311	108	1710–9½	Del	D	1	N	Mec	18	44'6"	41'6"	24.0	SRB	Sag	20.0	25.7		Sag	SRB	20.0	23.3	GS	RL	R	Lg	2
8 (283 cu. in.) 1500, 2100, 2400	ISJ	Co	15⅛	3⅛	311	108	1790–9½	Del	D	1	N	Mec	18	44'6"	41'6"	24.0	SRB	Sag	20.0	25.7		Sag	SRB	20.0	23.3	GS	RL	R	Lg	2
8-2934	UIS[7]	Co	13⅛	3⅛	300[8]	110	1145–9⅛	Del	D[7]	1	LI[7]	Mec	17⅛	39'0"L	37'0"L	23.0	SWR	Sag	16.0	16.0	N					CP	R	Lg	2
Oldsmobile 8-88	ICS	Co		4⅛	300	100	2345–	Del	D	1	LI	Mec	17½	44'10"	42'0"	23.0	BN	Sag	21.3	27.3		Sag	BN	19.0	22.7	BC	Sym	R	Tr	2
8-Super 88	ICS	Co		4⅛	300	100	2415–	Del	D	1	LI	Mec	17½	44'10"	42'0"	23.0	BN	Sag	21.3	27.3		Sag	BN	19.0	22.7	BC	Sym	R	Tr	2
8-98	ICS	Co		4⅛	300	100	2485–	Del	D	1	LI	Pow	17½	46'6"	43'8"	23.0	N					Sag	BN	19.0	22.7	BC	Sym	R	Tr	2
Pontiac 8-57-27	ILC	Co		3½	290	81	1985–10[9]	Del	D	1	LI	Mec	17½	45'0"	42'6"	22.5	RBB	Sag	20.0	25.0		Sag	RBB	17.5	22.5	BC	LP	R	N	2
8-58-28	ILC	Co		3½	290	81	1985–10[9]	Del	D	1	LI	Mec	17½	45'6"	43'0"	22.5	RBB	Sag	20.0	25.0		Sag	RBB	17.5	22.5	BC	LP	R	N	2
STUDEBAKER-PACKARD CORP.																													
Packard 8-57L	ICS	Co		4⅛	350	95	1655–8⅞	MG	D	1⅛	LI	Pow	17¼	43'6"	40'6"	23.0	N				In	Sag	RB	21.3	18.2	BC	Cel	R	Lg	2
Studebaker 6-57G	ICS	Co		4⅛	250	80	1440–8⅛	MG	D	1		Mec	17¼	42'0"	39'0"	23.0	CTL	Roa	16.5	21.5	In	Sag	RB	19.0	18.2	BC	Cel	R	Lg	2
8-57B, 57H	ICS	Co		4⅛	315	90	1565–8⅞	MG	D	1	LI	Mec	17¼	42'0"	39'0"	23.0	CSL	Roa	22.0	24.5	In	Sag	RB	19.0	18.2	BC	Cel	R	Lg	2
8-57H Golden Hawk	ICS	Co		4⅛	280	117	1565–8⅞	MG	D	1	LI	Mec	17¼	43'6"	40'6"	23.0	CSL	Roa	22.0	24.5	In	Sag	RB	19.0	18.2	BC	Cel	R	Lg	2

ABBREVIATIONS

1—Late production, 96.
2—Late production, 90.
3—Auto. trans., std. trans. and overdrive with air conditioning, 1125–9⅝L.; auto. trans. and air conditioning, 1200–9⅝L.
4—Series 62 sedan, sedan De Ville, coupe and coupe De Ville only; Series 62 convertible coupe, Eldorado coupe and Series 60 sedan, 16⅞; Eldorado coupe, 16⅝.
5—Series 62 sedan, sedan De Ville, coupe and coupe De Ville only; Series 62 convertible coupe, Eldorado coupe and Series 60 sedan, 375; Eldorado coupe, 400.
6—Series 62 sedan, sedan De Ville, coupe and coupe De Ville only; Series 62 convertible coupe, Eldorado coupe and Series 60 sedan, 2500–10⅛; Eldorado coupe, 2550–10⅛.
7—Heavy duty suspension which includes HD front and rear springs, HD front and rear shock absorbers and HD stabilizer, optional.
8—340 with heavy duty front springs.
9—2085–10 with auto. trans.
BC—Belt to crank pulley.
Ben—Bendix.
BJC—Ball joint with coil springs.
BN—Ball nut.
BNS—Ball nut and sector.
BS—Ball and socket.
Cel—Center steering with equal length tie rods. **CGL**—Cam Gears, Ltd.
Chr—Chrysler. **Co**—Coil.
CL—Cam and lever. **CP**—Center point.
CSL—Cam and single lever roller stud.
CTL—Cam and twin lever. **D**—Direct.
DeS—De Soto. **Del**—Delco.
Do—Dodge. **F**—Front of wheels.
FD—Fan drive pulley.
FG—Ford or Gabriel.
FMG—Ford, Monroe or Gabriel.
Fo—Ford. **Gem**—Gemmer.
Gab—Gabriel. **Gir**—Girling.
GS—Generator shaft extension.
IBJ—Independent ball joint coil spring system incorporating two unequal length transverse control arms.
ICB—Independent control spring system incorporating two transverse control arms with rubber type bushings on inner lower and threaded bushings on inner upper and ball joint outer bearings. Wheel spindle attaches directly to ball joints.
ICS—Independent coil spring suspension.
IDA—Independent direct action.
IDC—Independent direct action coil.
ILC—Independent, lateral control with coil springs.
Imp—Imperial. **In**—Integral.
ISJ—Independent, short and long arm spherical joint outer pivots, rubber bushed inner pivots, coil springs.
ITB—Independent, lateral non-parallel control arms with torsion bars.
L—Left. **Lk**—Linkage.
Lg—Longitudinal. **LI**—Linkless.
Li—Link. **LP**—Link parallelogram.
Mec—Mechanical.
MG—Monroe or Gabriel.
Mon—Monroe. **N**—No or none.
NA—Not applicable.
Par—Parallelogram.
PDL—Parallel drag link.
Ply—Plymouth. **Pow**—Power.
R—Rear of wheels.
RB—Recirculating ball.
RBB—Recirculating ball bearing.
RBN—Recirculating ball nut.
RBP—Recirculating ball nut integral with power piston.
RBR—Recirculating ball and rack.
RGR—Rack and gear sector and recirculating ball nut.
RL—Relay link. **Roa**—Roas.
Sag—Saginaw Steering Gear Div.
SE—Symmetrical idler arm with equal length tie rods.
SRB—Semi-reversible, recirculating ball.
SWR—Semi-reversible, hour glass worm and ball bearing roller sector.
Sym—Symmetrical.
TB—Torsion bar. **Tr**—Transverse.
UIS—Unitized, independent, short and long arm.
WR—Worm and roller.

WHEEL ALIGNMENT, AND REAR SUSPENSION

PASSENGER CAR MAKE AND MODEL	ALIGNMENT: Kingpin: Inclination at Camber (deg.)	Kingpin: Diameter	Kingpin: Bearings: Upper	Kingpin: Bearings: Lower	Kingpin: Bearings: Thrust	Wheel Alignment: Caster (deg.)	Wheel Alignment: Camber (deg.)	Wheel Alignment: Toe In (Outside tread—in.)	Steering Knuckle Type	Wheel Spindle: Diameter: Inner Bearing	Wheel Spindle: Diameter: Outer Bearing	Wheel Spindle: Thread Size	Wheel Spindle: Bearing Type	REAR SUSPENSION: Type	Spring: Type	Spring: Material	Spring: Length	Spring: Width	Spring: No. Leaves or Coil I. D.	Spring: Spring Rate (lb. per in.)	Spring: Rate at Wheel (lb. per in.)	Spring: Normal Load (lb. @ rated height)	Shock Absorbers: Make	Shock Absorbers: Type	Shock Absorbers: Piston Diameter
AMERICAN MOTORS CORP.																									
Hudson 8-35798	8½°	ISK	Re	Th	Ba	0 to ½P[1]	¼N to ¼P[2]	1/32 to 1/16	PK	1.2500	.7500	¾–16	TR	CS	Co	9260[3]	.....	.....	4½	125[4]	125[4]	870–10⅛[5]	Mon	D	1
Metropolitan 4-561, 562	8½°	.6870	Bu	Bu	Pl	2P to 3P	½P to 1½P	0 to 1/16	E	.9640	.6690	⅝––	Ba	LL	Le	5150	43	1½	75	75	422––	.....	Gir	D	1
Nash 8-5780	6½°	ISK	Re	Th	Ba	0 to ½P[1]	¼N to ¼P[2]	1/16 to 1/8	PK	1.2500	.7500	¾–16	TR	CS	Co	9260[3]	.....	.....	4½	125[4]	125[4]	870–10⅛[5]	Mon	D	1
Rambler 8-5710, 8-5720	6° 11′	ISK	No	Th	Ba	0 to ½P[6]	¼N to ¼P	1/16 to 1/8[7]	PK	1.2500	.7500	¾–16	TR	CS	Co	9260[3]	.....	.....	4½	96[8]	96[8]	770–10[11/16][9]	Del	D	1
CHRYSLER CORP.																									
Chrysler 8-C-75-1	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	58	2½	6	90	135[13]	800–58½L	Chr	D	1
8-C-75-2	6½° @ 0°	None	BJ	BJ	SM	0 to 1½P[11]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	58	2½	6	90	135[13]	800–58½L	Chr	D	1
8-C-76	6½° @ 0°	None	BJ	BJ	SM	0 to 1½P[11]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	58	2½	7	135	135[13]	840–58½L	Chr	D	1
8-C-76-300	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	58	2½	7	135	190[13]	730–58½L	Chr	D	1
De Soto 8-S-27	6½° @ 0°	None	BJ	BJ		0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	55	2½	5	95	130[13]	780–55½L	DeS	D	1
8-S-25, S-26	6½° @ 0°	None	BJ	BJ		0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	58	2½	6	90	135[13]	800–58½L	DeS	D	1
Dodge 8-D-72	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	55	2½	4	95	130[13]	720–55½L	Do	D	1
8-D-66, D-67	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	55	2½	5	95	130[13]	780–55½L	Do	D	1
8-D-70	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	55	2½	5	125	130[13]	920–55½L[14]	Do	D	1
8-D-71	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	55	2½	5	125	130[13]	980–55½L	Do	D	1
Imperial 8-1M1	6½° @ 0°	None	BJ	BJ	SM	0 to 1½P[11]	0 to ½P[12]	1/16 to 1/8	BJ	1.3750	.8440	¾–16	TR	LL	SE	St	58	2½	7	90	145[13]	960–58½L	Imp	D	1
Plymouth 8-P-30	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	55	2½	4	83	130[13]	720–55½L	Ply	D	1
8-P-31	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	55	2½	4	95	130[13]	720–55½L	Ply	D	1
8-P-31 Fury	6½° @ 0°	None	BJ	BJ	SM	0 to 1½N[10]	0 to ½P[12]	1/16 to 1/8	BJ	1.2500	.7500	¾–16	TR	LL	SE	St	55	2½	6	125[13]	165[13]	640–58½L	Ply	D	1
FORD MOTOR CO.																									
Continental 8-60A	7° 10′ @ 45′	None	BJ	BJ	Ba	⅛P to 1⅛P[15]	0 to ⅛P[16]	1/16 to 1/8	BJ	1.3118	.8128	¾–16	TR	LL	SE	5147[17]	56	2	8	135	140	1200––	Gab	D	1⅝
Ford 6, 8-57A, B; 58A, B; 73A, B	7° 1′ @ 45′	None	BJ	BJ		½P to 1½P[15]	0 to 1⅛P[16]	1/16 to 1/8	BJ	1.2496	.7496		CR	LL	SE	St	55	2	4	115		845––	FMG	D	1
8-40A, 40B	7° 7′	None	BJ	BJ	Ba	½P to 1½P[15]	⅛P to 1⅛P[16]	1/16 to 1/8	BJ	1.2496	.7496		TR	LL	SE		55	2	5	105		845––	Gab	D	1
Lincoln 8-57A, B; 58A, B; 60A, B; 76B	7° 12′ 14″	None	BJ	BJ	Ba	0 to ½N[13]	0 to ⅛P[16]	1/16 to 1/8	BJ	1.3118	.8118	¾–16	TR	LL		5147	54⅛	2	8	115	NA	1110––	Heu	D	1⅛
Mercury 8-57A, 57B, 58A, 58B, 75A	7°	None	BJ	BJ	Ba	0 to 1½N	0 to ⅛P	1/16 to 1/8	BJ	1.2496	.7496		TR	LL	SE		55	2	5	95		975––	FG	D	1
GENERAL MOTORS CORP.																									
Buick 8-40	7° @ 52′ 32″	None	BJ	BJ	.....	1¼N	½P	1/16 to 1/8	RE	1.3740	.8430	⅞–16	Ba	CS	Co	9260	.....	.....	5½	112	112	900–10	Del	D	1
8-50, 60, 70	7° @ 52′ 32″	None	BJ	BJ	.....	1¼N	½P	1/16 to 1/8	RE	1.3740	.8430	⅞–16	Ba	CS	Co	9260	.....	.....	5½	125	125	1025–10	Del	D	1
Cadillac 8-60, 62	4° @ 0°	None	BJ	BJ	.....	½N to 1½N[18]	¼N to ¾P[19]	1/32 to 3/32[20]		2.9630	2.2580	¾–20	Ba	LL	SE	5155	58½	2½	5	120[21]		1225–56[11/32][22]	Del	D	1
8-75	4° @ 0°	None	BJ	BJ	.....	½N to 1½N[18]	¼N to ¾P[19]	1/32 to 3/32[20]		2.9630	2.2580	¾–20	Ba	LL	SE	5155	56½	2½	6	150		1425–56[11/32]	Del	D	1
Chevrolet 6, 8-150B, 2100, 2400	4°	None	BJ	BJ	.....	½P to 1½P	0 to 1P	1/16 to 1/8	RE	1.2493	.7483	¾–20	Ba	LL	SE	HAS	58	2	4	112	NA	1050––	Del	D	1
8-2934	4°	.8663	Bu	Bu	Ba	0 to 1P	0 to 1P	0 to 1/16	RE	1.2813	.7501	¾–20	Ba	LL	SE	CAS	51	2	4	115[23]	NA	725––	Del	D[24]	1
Oldsmobile 8-88, Super 88	7° @ 0°	None	BJ	BJ	.....	0 to ¼P	¼N to ¾P	1/16 to 1/8	RE	1.3739	.8430	⅞–16	BC	LL	SE	9260[25]	58	2½	5	95	115	985–59[11/32]	Del	D	1
8-98	7° @ 0°	None	BJ	BJ	.....	0 to ¾P	¼N to ¾P	1/16 to 1/8	RE	1.3739	.8430	⅞–16	BC	LL	SE	9260[25]	58	2½	5	100	120	1000–59[11/32]	Del	D	1
Pontiac 8-57-27	1° 20′ @ 0°	.8620	Bu	Bu	Ba	½N to 1½N	0 to 1P	0 to 1/16	RE	1.3740	.7480	¾–20	Ba	LL	SE	5155[26]	58	2	6	100	NA	900L––	Del	D	1
8-57-28	1° 20′ @ 0°	.8620	Bu	Bu	Ba	½N to 1½N	0 to 1P	0 to 1/16	RE	1.3740	.7480	¾–20	Ba	LL	SE	5155[26]	60	2	6	100	NA	950L––	Del	D	1
STUDEBAKER-PACKARD CORP.																									
Packard 8-57L	6° @ 0°	1.2500[27]	Bu	No	Ba	1N to 2½N[28]	0 to 1P[29]	1/16 to 1/8	RE	1.2500	.7500	¾–16	TR	LL	SE	5155	50	2½	5[30]	80[31]	87[32]	700[33]––	MG	D	1⅛[34]
Studebaker 8-57G	6° @ 0°	1.2500[27]	Bu	No	Ba	1N to 2½N[28]	0 to 1P[29]	1/16 to 1/8	RE	1.2500	.7500	¾–16	TR	LL	SE	5150	50	2½	3[35]	80[36]	86[37]	700[33]––	MG	D	1
8-57B	6° @ 0°	1.2500[27]	Bu	No	Ba	1N to 2½N[28]	0 to 1P[29]	1/16 to 1/8	RE	1.2500	.7500	¾–16	TR	LL	SE	5155	50	2½	4[30]	90[31]	100[32]	700[33]––	MG	D	1
8-57H	6° @ 0°	1.2500[27]	Bu	No	Ba	1N to 2½N[28]	0 to 1P[29]	1/16 to 1/8	RE	1.2500	.7500	¾–16	TR	LL	SE	5155	50	2½	4[30]	77[38]	85[39]	700[33]––	MG	D	1
8-57H Golden Hawk	6° @ 0°	1.2500[27]	Bu	No	Ba	1N to 2½N[28]	0 to 1P[29]	1/16 to 1/8	RE	1.2500	.7500	¾–16	TR	LL	SE	5155	50	2½	4	90	100	700––	MG	D	1

ABBREVIATIONS

1—½ P preferred; ½ P to 1 P, 1 P preferred with power steering.
2—Zero preferred
3—Or 5160.
4—135 with outside rear tire; 170 with heavy duty springs.
5—940–10⅝ with outside rear tire; 870–11¼ with heavy duty springs.
6—½ P to 1 P with power steering.
7—⅛ preferred.
8—Sedan only; sedan heavy duty and station wagon, 143; station wagon heavy duty, 155.
9—Sedan only; sedan heavy duty and station wagon, 860–11⅝; station wagon heavy duty, 860–12⅛.
10—0 to 1½P with power steering. (Footnote 11 also applies.)
11—Caster should be held as nearly as equal as possible on right and left wheels.
12—Left side only; 5/6P preferred; right side, ¾N to ¾P, zero preferred.
13—Without tires.
14—2 door only; 4 door, 960–55½L.
15—Not to vary more than ½° one side to other.
16—Not to vary more than ¼° one side to other.
17—Or 5160, 5155 and 4068.
18—1N preferred.
19—Left side to be ¼° to ½° greater than right side.
20—⅛ preferred.
21—Series 60 sedan, Series 62 Eldorado coupe and convertible coupe only; Series 62 coupe and coupe De Ville, 115; Series 62 sedan and sedan De Ville, 120; Series 62 Eldorado convertible, 125.
22—Series 60 sedan, Series 62 Eldorado coupe and convertible coupe only; Series 62 coupe and coupe De Ville, 1175–56[11/32]; Series 62 sedan and sedan De Ville, 1200–56[11/32]; Series 62 Eldorado convertible, 1250–56[11/32].
23—125 with optional heavy duty springs.
24—Heavy duty shock absorbers optional.
25—Or 5160 and 5155.
26—Or 5160 and 9255.
27—Upper only; lower, 1.1250.
28—Not more than ¾° variation between wheels.
29—½° greater camber favored on driver's side.
30—Station wagon, 6.
31—Station wagon, 143.
32—Station wagon, 151.
33—Station wagon, 825.
34—Station wagon, 1.
35—Silver Hawk, 4; Pelham, 6.
36—Silver Hawk, 95; Pelham, 143.
37—Silver Hawk, 105; Pelham, 151.
38—Silver Hawk, 90; Broadmoor, 143.
39—Silver Hawk, 100; Broadmoor, 151.

Ba—Ball.
BC—Ball and cone.
BJ—Ball joint.
Bu—Bushing.
CA$—Chrome alloy steel.
Chr—Chrysler.
Co—Coil.
CR—Cone and roller.
CS—Coil spring.
D—Direct.
Del—Delco.
DeS—De Soto.
Do—Dodge.
E—Elliot.
FG—Ford or Gabriel.
FMG—Ford, Monroe or Gabriel.
Gab—Gabriel.
Gir—Girling.
HAS—High alloy steel.
Heu—Houde.
Imp—Imperial.
ISK—Integral with steering knuckle.
L—Left.
Le—Leaf.
LL—Longitudinal leaf spring.
MG—Monroe or Gabriel.
Mon—Monroe.
N—Negative.
NA—Not available.
Ne—Needle.
P—Positive.
PK—Part of kingpin.
Pl—Plain.
Ply—Plymouth.
RE—Reverse Elliot.
Ro—Roller.
SE—Semi-elliptical.
SM—Oil impregnated, sintered metal bearings.
St—Steel.
Th—Threaded.
TR—Tapered roller.

MAKE AND MODEL	ENGINE								GENERAL DATA														REAR AXLE					
	Number of Cylinders Bore and Stroke (In.)	Maximum Brake Hp. at Specified R.P.M.	Piston Displacement (Cu. In.)	Compression Ratio (To – 1)	Cylinder Arrangement	Valve Location	Piston Material	Camshaft Drive	Wheelbase (In.)	TREAD Front (In.)	TREAD Rear (In.)	OVERALL DIMENSIONS (In.) Length Including Bumper and Bumper Guards	OVERALL DIMENSIONS (In.) Width	OVERALL DIMENSIONS (In.) Height – Road to Roof, No Load	Tires (In.)	Oil Pressure to –	Carburetors – No. Used and Type	Cooling System	Shifting Method	No. of Forward Speeds	Final Drive Type	Gear Ratio (To – 1)	Torque Taken By	Independent Suspension	Service Brakes	Shipping Weight (Lb.)
A.C. Ace	6 2.56x3.94	90 4500	121.5	8.00	IL	IH	.....	.....	90.0	50.0	50.0	151.5	59.5	59.0	5.50/16	.....	3-	.....	HS	4	Hy	3.64	.....	FR	H	1720
Aceca	6 2.60x3.78	105 5000	121.5	8.50	IL	IH	.....	.....	90.0	50.0	50.0	160.0	61.0	52.0	5.50/16	.....	3-	.....	HS	4	Hy	3.64	.....	FR	H	1970
Alvis T.C. 108/G	6 3.30x3.54	104 4000	182.6	8.00	IL	IH	AA	Ch	111.5	54.6	54.1	189.0	66.0	56.7	6.00/15	abce	2-Ho	Pu	HS	4	Hy	3.77	Sp	Fr	H	3130
Armstrong-Siddeley 346	6 3.54x3.54	125 4700	209.6	7.00	IL	IH	AA	Ch	114.0	56.6	57.5	193.0	72.0	63.0	6.70/16	abcde	1-Do	Pu	(1)	4	Hy	4.09	Sp	Fr	H	3472
Saloon	6 3.54x3.54	150 5000	209.6	7.00	IL	IH	AA	Ch	114.0	56.6	57.5	193.0	72.0	63.0	6.70/16	abcde	2-Do*	Pu	(1)	4	Hy	4.09	Sp	Fr	H	3472
Limousine	6 3.54x3.54	125 4700	209.6	7.00	IL	IH	AA	Ch	132.0	56.6	57.5	212.0	72.0	66.0	7.00/16	abcde	1-Do	Pu	(1)	4	Hy	4.45	Sp	Fr	H	4032
234	4 3.54x3.54	120 5000	139.7	7.50	IL	IH	AA	Ch	111.0	55.1	54.3	180.0	66.5	61.8	6.40/15	abce	2-Do	Pu	HS	4	Hy	4.55	Sp	Fr	H	2912
236	6 2.76x3.94	85 4500	140.9	7.50	IL	IH	AA	Ch	111.0	55.1	54.3	180.0	66.5	61.8	6.40/15	abce	1-Do	Pu	HS	4	Hy	4.55	Sp	Fr	H	2912
Aston-Martin DB2-4MkII	6 3.27x3.54	140 5000	178.2	8.20	IL	IH	AA	Ch	99.0	54.0	54.0	171.5	65.0	53.5	6.00/16	abc	2-Ho	Pu	HS	5	Hy	3.77	Sp	Fr	H	2632
Austin A-35	4 2.48x3.00	34 4750	87.8	8.30	IL	IH	.....	.....	79.5	45.3	44.8	138.4	55.1	55.1	5.20/13	.....	1-	.....	HS	4	Hy	4.55	.....	Fr	H	.....
Princess IV	6 3.44x4.38	150 4100	244.0	8.30	IL	IH	.....	.....	121.8	48.5	60.0	201.0	73.0	65.8	6.50/16	.....	2-	.....	HS	4	Hy	4.09	.....	Fr	H	4452
A-95	6 3.13x3.50	102 4500	161.0	8.30	IL	IH	.....	.....	105.8	51.5	51.3	180.8	64.0	62.0	6.40/15	.....	1-	.....	HS	4	Hy	4.11	.....	Fr	H	.....
A-95-Countryman	6 3.13x3.50	102 4500	161.0	8.30	IL	IH	.....	.....	105.8	51.5	51.3	180.8	64.0	62.0	6.70/15	.....	1-	.....	HS	4	Hy	4.11	.....	Fr	H	.....
A-50	4 2.88x3.50	51 4250	90.8	8.30	IL	IH	.....	.....	99.3	48.5	49.0	162.3	61.5	60.5	5.90/13	.....	1-	.....	HS	4	Hy	4.87	.....	Fr	H	.....
A-105	6 3.13x3.50	102 4600	161.0	8.30	IL	IH	.....	.....	105.8	51.5	51.3	180.8	64.0	62.0	6.40/15	.....	2-	.....	HS	4	Hy	4.11	.....	Fr	H	.....
Austin-Healey 100-6	6 3.13x3.50	102 4600	161.1	8.25	IL	IH	AA	Ch	92.0	48.8	50.0	167.5	60.5	49.0	5.90/15	abce	2-SH	Pu	HS	4	Hy	3.91	Sp	Fr	H	2300
100S	4 3.44x4.38	132 4700	162.2	8.30	IL	IH	AA	Ch	90.0	49.0	50.8	148.0	60.5	42.0	5.50/15	abce	2-St	Pu	HS	4	SB	2.92	Sp	Fr	H	1868
Bentley S Series Saloon	6 3.75x4.50	.....	298.0	6.60	IL	F	AA	HG	123.0	58.0	60.0	212.0	74.0	64.0	8.20/15	abcde	2-SD	Pu	Au	4	Hy	3.42	Sp	Fr	HM	4148
Continental	6 3.75x4.50	.....	296.0	8.10	IL	F	AA	HG	123.0	58.0	60.0	210.5	72.0	62.0	7.60/16	abcde	2-SD	Pu	Au	4	Hy	2.92	Sp	Fr	HM	3780
Citroen 2CV-A	2 2.44x2.44	9 3800	22.9	6.20	HO	IH	AA	SG	93.5	49.6	49.6	148.8	58.3	63.0	4.90/15	abce	1-SD	AC	HS	4	SB*	4.43*	Sp*	FR	H	1120
2CV-AZ	2 2.60x2.44	12 3500	25.9	7.00	HO	IH	AA	SG	93.5	49.6	49.6	148.8	58.3	63.0	4.90/15	abce	1-SD	AC	HS	4	SB	3.87	Sp*	FR	H	.....
2 Litre DS-19	4 3.07x3.94	75 4500	117.0	7.50	IL	IH	AA	Ch	123.0	59.0	51.3	189.0	70.5	60.0	6.50/15	abce	1-DD	Pu	HS	4	SB*	3.89	RA	FR	H	2484
Daimler 104	6 3.25x4.25	137 4400	211.5	7.60	IL	IH	AA	Ch	114.0	56.0	57.0	193.0	71.0	62.5	6.50/16	abce	2-Ho	Pu	Pr	4	Hy	3.92	Sp	Fr	H	4032
Conquest Century	6 3.00x3.50	100 4000	148.4	7.75	IL	IH	AA	Ch	104.0	52.0	52.0	178.0	64.0	55.0	5.00/15	abce	2-Ho	Pu	Pr	4	Hy	3.73	Sp	Fr	MH	3024
Regina	6 3.75x4.25	167 4200	282.0	7.00	IL	IH	AA	Ch	130.0	60.0	63.0	217.0	74.0	72.0	7.50/16	abce	2-Ho	Pu	Pr	4	Hy	4.27	Sp	.....	H	5120
Fairtherpe Atom I	1 2.48x3.15	11 5400	15.5	6.50	IL	IH	AA	SG	89.0	48.0	48.0	134.0	62.0	54.0	5.20/13	abce	1-St	AC	HS	3	Ch	7.98	RA	FR	H	880
Atom IIA	2 2.36x2.24	15 4800	19.6	.....	IL	CC	AA	.....	89.0	48.0	48.0	134.0	62.0	54.0	5.20/13	abce	1-St	AC	HS	3	Ch	6.96	RA	FR	H	842
Atom III	2 2.75x3.31	35 5750	39.6	6.50	IL	IH	AA	SG	89.0	48.0	48.0	134.0	62.0	54.0	5.20/13	abce	1-St	AC	HS	3	Ch	4.90	RA	FR	H	900
FWA	4 2.85x2.63	41 6500	67.0	9.80	IL	IH	AA	Ch	84.0	48.0	48.0	144.0	60.0	48.0	5.20/15	abc	2-St	Pu	HS	4	Hy	4.40	TA	Fr	H	1050
Ford Zephyr 206-E	6 3.25x3.13	90 4400	155.8	7.80	IL	IH	AS	Ch	107.0	53.0	52.0	178.5	68.9	62.0	6.40/13	abcde	1-Do	Pu	HS	3	Hy	3.90	Sp	Fr	H	2580
Consul 204-E	4 3.25x3.13	61 4400	103.9	7.80	IL	IH	AS	Ch	104.5	53.0	52.0	172.0	68.6	61.5	5.90/13	abcde	1-SD	Pu	HS	3	Hy	4.11	Sp	Fr	H	2401
Anglia	4 2.50x3.64	36 4500	71.6	7.00	IL	L	AS	Ch	87.0	48.0	47.5	149.8	60.0	58.8	5.20/13	abcde	1-SD	Pu	HS	3	SB	4.43	Sp	Fr	H	1631
Prefect	4 2.50x3.64	36 4500	71.6	7.00	IL	L	AS	Ch	87.0	48.0	47.5	151.3	60.0	58.8	5.20/13	abcde	1-SD	Pu	HS	3	SB	4.43	Sp	Fr	H	1683
Popular	4 2.50x3.64	36 4000	71.6	6.16	IL	L	AA	Ch	90.0	45.0	45.0	152.3	56.5	53.8	4.50/17	abcde	1-SD	TS	HS	3	SB	5.50	TT	N	M	1597
Zodiac 206-E	6 3.25x3.13	90 4400	155.8	7.80	IL	IH	AS	Ch	107.0	53.0	52.0	178.5	68.9	62.0	6.40/13	abcde	1-Do	Pu	HS	3	Hy	3.90	Sp	Fr	H	2627
Escort	4 2.50x3.64	36 4500	71.6	7.00	IL	L	AS	Ch	87.0	48.0	47.5	141.5	60.0	62.8	5.60/13	abcde	1-SD	Pu	HS	3	SB	4.43	Sp	Fr	H	1781
Squire	4 2.50x3.64	36 4500	71.6	7.00	IL	L	AS	Ch	87.0	48.0	47.5	141.8	60.0	62.8	5.60/13	abcde	1-SD	Pu	HS	3	SB	4.43	Sp	Fr	H	1816
Frazer-Nash Continental	6 2.84x2.96	.....	148.0	7.20	V	IH	.....	.....	96.0	.....	.....	156.0	62.0	.....	6.00/16	.....	.....	.....	HS	.....	.....	3.50	.....	FR	H	1848
Turismo	6 2.60x3.78	105 5750	120.0	.....	IL	IH	.....	.....	96.0	48.0	50.0	156.0	62.0	51.0	5.50/16	.....	3-	.....	HS	4	SB	3.66	.....	FR	H	1680
Sebring	6 2.60x3.78	140 5750	120.0	8.80	IL	IH	.....	.....	96.0	48.0	50.0	156.0	62.0	51.0	5.50/16	.....	3-	.....	HS	4	SB	3.66	.....	FR	H	1680
Hillman Minx	4 3.00x3.06	51 4600	85.0	8.00	IL	IH	AA	Ch	96.0	49.0	48.5	160.5	60.5	59.5	5.60/15	abce	1-SD	Pu	HS	4	SB	4.78	Sp	Fr	H	2135
Husky	4 2.56x3.74	38 4100	77.2	6.63	IL	L	AA	Ch	84.0	48.6	48.5	148.5	62.0	61.0	5.00/15	abce	1-Do	Pu	HS	4	SB	4.78	Sp	Fr	H	1904
Estate Car	4 3.00x3.06	47 4400	85.0	7.00	IL	IH	AA	Ch	93.0	48.6	50.5	164.0	63.5	67.5	5.50/15	abce	1-SD	Pu	HS	4	SB	5.22	Sp	Fr	H	2259
Humber Hawk VI	4 3.19x4.33	75 4000	138.2	7.00	IL	IH	AA	Ch	105.5	56.0	57.0	181.5	72.0	64.8	6.40/15	abce	1-Do	Pu	HS	4	Hy	4.55	Sp	Fr	H	2989
Super Snipe	6 3.50x4.37	131 3800	252.8	7.36	IL	IH	AA	Ch	115.7	57.9	59.2	197.0	73.5	66.9	7.00/15	abcde	1-Do	Pu	HS	4	Hy	4.10	Sp	Fr	H	3956
Jaguar MKVIIIM	6 3.27x4.17	190 5500	210.0	8.00	IL	IH	AT	Ch	120.0	56.5	58.0	196.5	73.0	63.0	6.70/16	abcde	2-SH	Pu	HA	4	Hy	4.27	Sp	Fr	H	3860
XK140 Sports	6 3.27x4.17	190 5500	210.0	8.00	IL	IH	AT	Ch	102.0	51.5	50.5	176.0	64.5	53.5	6.00/16	abcde	2-SH	Pu	HS	4	Hy	3.54	Sp	Fr	H	2830
XK140 Sports SE	6 3.27x4.17	210 5750	210.0	8.00	IL	IH	AT	Ch	102.0	51.0	51.4	176.0	64.5	53.5	6.00/16	abcde	2-SH	Pu	HS	4	Hy	3.54	Sp	Fr	H	2830
XK140 DH Coupe	6 3.27x4.17	190 5500	210.0	8.00	IL	IH	AT	Ch	102.0	51.5	50.5	176.0	64.5	55.0	6.00/16	abcde	2-SH	Pu	HA	4	Hy	3.54	Sp	Fr	H	3060
XK140 DH Coupe SE	6 3.27x4.17	210 5750	210.0	8.00	IL	IH	AT	Ch	102.0	51.0	51.4	176.0	64.5	55.0	6.00/16	abcde	2-SH	Pu	HA	4	Hy	3.54	Sp	Fr	H	3060
XK140 FH Coupe	6 3.27x4.17	190 5500	210.0	8.00	IL	IH	AT	Ch	102.0	51.5	50.5	176.0	64.5	55.0	6.00/16	abcde	2-SH	Pu	HA	4	Hy	3.54	Sp	Fr	H	2950
XK140 FH Coupe SE	6 3.27x4.17	210 5750	210.0	8.00	IL	IH	AT	Ch	102.0	51.0	51.4	176.0	64.0	55.0	6.00/16	abcde	2-SH	Pu	HA	4	Hy	3.54	Sp	Fr	H	2950
2.4 Litre	6 3.27x3.01	112 5750	151.5	8.00	IL	IH	AT	Ch	107.5	54.5	50.0	181.0	67.0	57.5	6.40/15	abcde	2-SD	Pu	HS	4	Hy	4.55	TaS	Fr	H	3000
MKVIII	6 3.27x4.17	190 5500	210.0	8.00	IL	IH	AT	Ch	120.0	56.5	58.0	196.5	73.0	63.0	6.70/16	abcde	2-SH	Pu	HA	4	Hy	4.27	Sp	Fr	H	3880
Jensen Interceptor	6 3.43x4.37	135 4600	243.0	8.80	IL	IH	AA	Ch	112.0	54.0	57.0	188.0	66.0	58.0	6.00/16	abce	1-Do	Pu	HS	5	Hy	3.77	Sp	Fr	H	2800
541	6 3.43x4.37	130 3800	243.4	6.80	IL	IH	AA	Ch	105.0	52.0	52.0	174.0	63.0	53.0	6.00/16	abce	3-SU	TP	HS	4	Hy	3.31	Sp	Fr	H	2500
Kieft FWA	4 2.85x2.63	52 6400	67.0	8.80	IL	IH	AA	Ch	90.0	50.5	50.5	151.0	55.0	38.0	5.00/15	abc	2-St	Pu	HS	4	Hy	4.30	.....	FR	M	1176
Lagonda 3 Litre Coupe	6 3.27x3.54	140 5000	178.2	8.20	IL	IH	AA	Ch	113.5	56.8	56.8	196.0	69.5	62.0	6.00/16	abc	2-Ho	Pu	HS	4	Hy	4.66	TT	FR	H	3548
3 Litre Saloon	6 3.27x3.54	140 5000	178.3	8.20	IL	IH	AA	Ch	113.5	56.8	56.8	196.0	69.5	62.0	6.00/16	abc	2-Ho	Pu	HS	4	Hy	4.66	TT	FR	H	3696
Lea-Francis 18 HP	4 3.35x4.33	95 4000	163.0	7.20	IL	IH	AA	Ch	111.0	52.1	52.4	184.0	64.0	60.5	6.00/16	abce	1-St	Pu	HS	4	Hy	3.91	Sp	Fr	H	3024
Sports 2½ Litre	4 3.35x4.33	125 5000	163.0	8.00	IL	IH	AA	Ch	99.0	52.1	52.4	168.0	62.0	52.0	6.00/16	abce	2-St	Pu	HS	4	Hy	3.64	Sp	Fr	H	2576
14 HP	4 2.95x3.94	70 4700	108.0	7.25	IL	IH	AA	Ch	111.0	52.1	52.4	184.0	64.0	60.5	6.00/16	abce	1-St	Pu	HS	4	Hy	4.66	Sp	Fr	H	2828
14 HP Estate Car	4 2.95x3.94	65 4700	108.0	7.25	IL	IH	AA	Ch	111.0	52.1	52.4	184.0	64.0	64.0	6.00/16	abce	1-St	Pu	HS	4	Hy	4.66	Sp	Fr	H	2828
MG Magnette ZB	4 2.88x3.50	60 4600	90.8	7.15	IL	IH	AA	Ch	102.0	51.0	51.0	169.0	63.0	56.0	5.50/15	abce	2-SSd	Pu	HS	4	Hy	4.88	Sp	Fr	H	2400
Series A	4 2.88x3.50	68 5500	90.9	8.15	IL	IH	AA	Ch	94.0	47.9	48.8	156.0	58.0	50.0	5.60/15	abce	2-SSd	Pu	HS	4	Hy	4.30	Sp	Fr	H	1960

For abbreviations see page 98

OTHER FOREIGN CARS

MAKE AND MODEL	ENGINE								GENERAL DATA														REAR AXLE					
	Number of Cylinders Bore and Stroke (In.)	Maximum Brake Hp. at Specified R.P.M.	Piston Displacement (Cu. In.)	Compression Ratio (To — 1)	Cylinder Arrangement	Valve Location	Piston Material	Camshaft Drive	Wheelbase (In.)	TREAD Front (In.)	TREAD Rear (In.)	OVERALL DIMENSIONS (In.) Length Including Bumpers and Bumper Guards	OVERALL DIMENSIONS (In.) Width	OVERALL DIMENSIONS (In.) Height—Road to Roof, No Load	Tires (In.)	Oil Pressure to—	Carburetors—No. Used and Type	Cooling System	Shifting Method	No. of Forward Speeds	Final Drive	Gear Ratio (To — 1)	Torque Taken By	Independent Suspension	Service Brakes	Shipping Weight (Lb.)
BRITISH—*continued*																												
Morgan Plus 4	4 3.35x3.62	68 4200	127.6	6.70	IL	IH	AA	Ch	96.0	47.0	47.0	144.0	56.0	52.5	5.25/16	abcde	1-De	Pu	HS	4	Hy	3.72	Sp	Fr	H	1700
Plus 4TR	4 3.27x3.62	95 4800	121.5	8.50	IL	IH	AA	Ch	96.0	47.0	47.0	144.0	56.0	52.5	5.25/16	abcde	2-St	Pu	HS	4	Hy	3.72	Sp	Fr	H	1700
4/4 Series 2	4 2.50x3.64	36 4400	71.6	7.00	IL	L	AA	Ch	96.0	47.0	47.0	144.0	56.0	50.0	5.00/16	abce	1-De	TP	HS	3	Hy	4.44	Sp	Fr	H	1430
Morris, Oxford Series III	4 2.89x3.50	50 4200	90.9	7.43	IL	IH	AA	Ch	97.0	53.5	53.0	170.0	65.0	63.0	5.50/15	abce	1-SSd	Pu	HS	4	Hy	4.88	Sp	Fr	H	2340
Minor 1000	4 2.48x3.00	37 4800	57.8	8.30	IL	IH	AA	Ch	86.0	50.6	50.3	148.0	61.1	60.0	5.00/14	abce	1-SSd	Pu	HS	4	Hy	4.55	Sp	Fr	H	1708
Cowley Series II	4 2.89x3.50	50 4200	90.9	7.20	IL	IH	AA	Ch	97.0	53.5	53.0	169.0	65.0	63.0	5.60/15	abce	1-Sd	Pu	HS	4	Hy	4.88	Sp	Fr	H	2305
Isis Series II	6 3.13x3.60	86 4250	161.0	7.30	IL	IH	AA	Ch	107.5	53.6	53.5	178.0	65.0	63.8	6.00/15	abce	1-Sd	Pu	HS	4	Hy	4.10	Sp		H	2844
Riley PathFinder	4 3.17x4.73	110 4500	149.0	7.25	IL	IH	AA	Ch	113.5	54.0	54.5	183.0	67.0	60.0	6.00/16	abce	2-SH	Pu	HS	4	Hy	4.10	TA	Fr	H	3412
Rolls-Royce Silver Cloud	6 3.75x4.45		296.0	6.60	IL	F	AA	HG	123.0	58.0	60.0	212.0	74.8	64.0	8.20/15	abcde	2-DD	Pu	Au	4	Hy	3.42	Sp	Fr	HM	4368
Silver Wraith	6 3.75x4.45		296.0	6.60	IL	F	AA	HG	133.0	58.0	64.0	(11)	(11)	(11)	7.50/16	abcd	2-DD	Pu	Au	4	Hy	4.25	Sp	Fr	HM	(11)
Rover 75	6 2.88x3.50	80 4500	136.0	7.20	IL	F	AA	Ch	111.0	52.0	51.5	178.2	65.6	63.7	6.00/15	abce	1-SH	Pu	HS	4	SB	4.30	Sp	Fr	H	3198
60	4 3.06x4.13	60 4000	121.8	6.90	IL	F	AA	Ch	111.0	52.0	51.5	178.2	65.6	63.7	6.00/15	abce	1-SH	Pu	HS	4	SB	4.30	Sp	Fr	H	3047
90	6 2.88x4.13	93 4500	160.9	7.50	IL	F	AA	Ch	111.0	52.0	51.5	178.2	65.6	63.7	6.00/15	abce	1-SH	Pu	HS	4	SB	4.30	Sp	Fr	H	3203
105R	6 2.88x4.13	105 4250	160.9	8.50	IL	F	AA	Ch	111.0	52.0	51.5	178.2	65.6	63.7	6.00/15	abce	2-SD	Pu	Au	2	SB	4.70	Sp	Fr	M	3338
105S	6 2.88x4.13	108 4250	160.9	8.50	IL	F	AA	Ch	111.0	52.0	51.5	178.2	65.6	63.7	6.00/15	abce	2-SD	Pu	HS	4	SB	4.30	Sp	Fr	M	3265
Singer Gazelle Saloon	4 2.87x3.52	53 4500	91.5	7.50	IL	IH	AA	Ch	96.0	49.0	48.5	163.5	60.8	59.5	5.60/15	abc	1-SD	Pu	HS	4	SB	4.78		Fr	H	2235
Gazelle Convertible	4 2.87x3.52	53 4500	91.5	7.50	IL	IH	AA	Ch	96.0	49.0	48.5	163.5	60.8	58.0	5.60/15	abc	1-SD	Pu	HS	4	SB	4.78		Fr	H	2265
Standard Vanguard	4 3.35x3.62	68 4200	127.6	7.50	IL	IH	AA	Ch	102.0	51.0	51.0	172.0	67.8	61.5	5.90/15	abcde	1-SD	Pu	HS	3	Hy	4.30	Sp	Fr	H	2562
Eight	4 2.28x2.99	30 4500	49.0	7.50	IL	IH	AA	Ch	84.0	48.5	48.5	142.0	58.0	60.0	5.20/13	abce	1-SD	Pu	HS	4	Hy	4.88	Sp	Fr	H	1598
Ten	4 2.48x2.99	35 4500	57.8	7.50	IL	IH	AA	Ch	84.0	48.5	48.5	146.0	58.0	60.0	5.60/13	abce	1-SD	Pu	HS	4	Hy	4.55	Sp	Fr	H	1617
Sportsman	4 3.35x3.62	90 4500	127.6	8.00	IL	IH	AA	Ch	102.0	51.0	51.0	173.5	67.5	61.5	5.90/15	abcde	2-St	Pu	HS	3	Hy	4.55	Sp	Fr	H	2688
Sunbeam MK III	4 3.19x4.33	86 4400	138.2	7.50	IL	IH	AA	Ch	97.5	47.5	50.5	168.0	62.5	60.8	5.50/16	abce	1-De	Pu	HS	4	Hy	(3)	Sp	Fr	H	2926
Rapier	4 3.00x3.00	67 5400	85.0	8.00	IL	IH	AA	Ch	96.0	49.0	48.5	160.5	60.8	58.0	5.60/15	abce	2-SD	Pu	HS	4	SB	5.22	Sp	Fr	H	2280
Triumph Sports	4 3.27x3.62	100 5000	121.5	8.50	IL	IH	AA	Ch	88.0	45.0	45.5	151.0	55.5	50.0	5.50/15	abcde	2-Ho	Pu	HS	4	Hy	3.70	Sp	Fr	H	2009
Vauxhall Wyvern	4 3.13x3.00	48 4000	92.0	6.80	IL	IH	AA	Ch	103.0	53.2	54.5	170.8	66.6	63.5	5.60/15	abce	1-Do	Pu	HS	3	Hy	4.62	Sp	Fr	H	2275
Wyvern	4 3.13x3.00	48 4000	92.0	7.70	IL	IH	AA	Ch	103.0	53.2	54.5	170.8	66.6	63.5	5.60/15	abce	1-Do	Pu	HS	3	Hy	4.62	Sp	Fr	H	2275
Velox	6 3.13x3.00	66 4000	138.0	6.80	IL	IH	AA	Ch	103.0	53.2	54.5	172.1	66.6	63.5	5.90/15	abce	1-Do	Pu	HS	3	Hy	4.12	Sp	Fr	H	2415
Velox	6 3.13x3.00	66 4000	138.0	7.70	IL	IH	AA	Ch	103.0	53.2	54.5	172.1	66.6	63.5	5.90/15	abce	1-Do	Pu	HS	3	Hy	4.12	Sp	Fr	H	2415
Cresta	6 3.13x3.00	66 4000	138.0	6.80	IL	IH	AA	Ch	103.0	53.2	54.5	172.1	66.6	63.5	5.90/15	abce	1-Do	Pu	HS	3	Hy	4.12	Sp	Fr	H	2455
Cresta	6 3.13x3.00	66 4000	138.0	7.70	IL	IH	AA	Ch	103.0	53.2	54.5	172.1	66.6	63.5	5.90/15	abce	1-Do	Pu	HS	3	Hy	4.12	Sp	Fr	H	2455
Wolseley 15-50	4 2.88x3.50	50 4200	91.0	7.20	IL	IH	AA	Ch	102.0	50.6	51.0	173.0	61.0	60.0	5.60/15	abce	1-Sd	Pu	HS	4	Hy	4.88	Sp	Fr	H	2500
6-90 Series II	6 3.13x3.60	95 4500	161.0	7.30	IL	IH	AA	Ch	113.5	54.4	54.5	188.0	67.0	62.0	6.00/15	abce	2-SH	Pu	HS	4	Hy	4.10	TA	Fr	H	3248
AUSTRALIA																												
Holden Standard FE	6 3.00x3.12	70 4000	132.5	6.80	IL	IH	AA	HG	106.0	54.5	54.5	175.9	66.8	60.9	6.40/13	abce	1-	Pu	HS	3	Hy	3.88	Sp	Fr	H	2379
Special FE	6 3.00x3.12	70 4000	132.5	6.80	IL	IH	AA	HG	106.0	54.5	54.5	175.9	66.8	60.9	6.40/13	abce	1-	Pu	HS	3	Hy	3.88	Sp	Fr	H	2393
AUSTRIA																												
Steyr-Daimler-Puch 2000	4 2.50x2.59	86 4600	122.0	7.50	IL	IH	AA		104.3	52.2	52.4	170.5	65.3	62.6	6.40/14		1-	Pu	HS	5	Hy	4.63		FR	H	3640
CZECHOSLOVAKIA																												
Skoda S-440	4 2.68x2.96	40 4200	66.5	7.00	IL	IH	AA	Ch	94.5	47.6	49.3	160.5	63.0	56.4	5.50/15	abce	1-Do	Pu	HS	4	SB	4.78	TF	FR	H	1970
S-1201	4 2.84x2.96	45 4400	74.4	7.00	IL	IH	AA	Ch	105.8	49.3	52.0	177.2	66.5	59.8	6.00/15	abce	1-Do	Pu	HS	4	SB	5.25	TF	FR	H	2264
T603	8 2.95x2.84	100 4800	155.5	6.50	V	IH	AA	Ch	108.4	55.4	55.4	199.0	74.0	60.0	6.50/15	ace	2-Do	Pu	HS	4	SB	4.70	Sp	FR	H	3180
FRANCE																												
Bugatti 101	8 2.62x3.94	200 5500	199.0	6.50	IL	IH	AA	HG	130.0	53.2	53.2	212.4	65.0	65.0	6.00/17	abcde	1-DD	Pu	HS	4	SB		TA	N	H	
Citroen 2CVAZ	2 2.60x2.44	12 3500	25.9	6.25	HO	IH	AA	HG	94.5	45.6	49.6	149.0	58.3	63.0	4.90/15	abce	1-Do	AC	HS	4	SB	4.64		FR	H	1078
11B Normale	4 3.07x3.94	65 4000	116.5	6.80	IL	IH	AS	Ch	121.8	58.9	58.0	183.1	70.5	70.5	6.50/15	abce	2-SD	Pu	HS	3	SB	3.45		Fr	H	2462
11B Familiale	4 3.07x3.94	65 4000	116.5	6.80	IL	IH	AS	Ch	126.7	58.9	58.0	191.0	70.5	70.5	7.25/15	abce	2-SD	Pu	HS	3	SB	3.45		Fr	H	2898
11BL Legere	4 3.07x3.94	65 4000	116.5	6.80	IL	IH	AS	Ch	114.6	54.1	53.3	175.2	65.7	59.9	6.50/15	abce	1-SD	Pu	HS	3	SB	3.45		Fr	H	2347
11D	4 3.07x3.94	65 4000	116.5	6.80	IL	IH	AS	Ch	123.0	59.1	51.2	189.0	70.5	58.0	(12)	abcde	3-SD	Pu	HS	4	SB	3.89		FR	H	2410
DS19	4 3.07x3.94	75 4500	116.5	7.50	IL	T	AS	Ch	123.2	59.1	51.4	189.0	70.5	58.0	(12)	abce	1-DD	Pu		4	SB	3.89		FR	H	2488
Facel Vega FV5		250			V	IH			103.0	54.0	54.0	179.0	69.0	62.0	6.70/15		1-DF		HS	4	Hy	3.31		Fr	H	3500
Excellence		250			V	IH			122.0	54.0	58.0	204.0	69.0	62.0	7.10/15		1-DF		HS	4	Hy	3.31		Fr	H	4070
Panhard Cabriolet	2 1.78x2.85	42 5000	14.2	7.25	HO		AA		83.9	44.7	44.7	145.7	59.1	51.2	5.70/15		1-DD	AC	HS	4				FR	H	
Dyna 57	2 1.78x2.85	42 5000	14.2	7.25	HO	IH	AA		101.4	51.2	51.2	179.9	63.0	57.1	5.70/15		1-DD	AC	HS	4				FR	H	
Peugeot 203	4 2.96x2.88	45 4500	78.7	7.45	IL	IH	AA	Ch	101.8	53.2	52.0	177.0	63.5	61.5	6.00/15		1-Do	Pu	HS	4	Wo	5.75	TT	Fr	H	1980
403	4 3.15x2.88	58 4900	89.5	8.58	IL	IH	AA	Ch	104.8	52.8	52.0	176.4	65.8	57.9	6.50/15		1-Do	Pu	HS	4	Wo	5.75	TT	Fr	H	2248

For abbreviations see page 98

MAKE AND MODEL	ENGINE								GENERAL DATA												REAR AXLE					
	Number of Cylinders Bore and Stroke (In.)	Maximum Brake Hp. at Specified R.P.M.	Piston Displacement (Cu. In.)	Compression Ratio (To —1)	Cylinder Arrangement	Valve Location	Piston Material	Camshaft Drive	Wheelbase (In.)	TREAD Front (In.)	TREAD Rear (In.)	OVERALL DIMENSIONS (In.) Length Including Bumpers and Bumper Guards	OVERALL DIMENSIONS (In.) Width	OVERALL DIMENSIONS (In.) Height—Road to Road, No Load	Tires (In.)	Oil Pressure to—	Carburetors—No. Used and Type	Cooling System	Shifting Method	No. of Forward Speeds	Final Drive Type	Gear Ratio (To —1)	Torque Taken By	Independent Suspension	Service Brakes	Shipping Weight (Lb.)
FRANCE—*continued*																										
Renault ... R1062 Series	4 2.15x3.15	26 4300	45.6	7.25	IL	IH	AS	HG	82.7	47.9	48.0	143.2	56.3	57.9	5.00/15	abce	1-Do	Pu	HS	3	SB	4.71		FR	H	1257
R-1102	4 3.35x3.46	74 4000	121.8	7.00	IL	IH	AS	HG	110.2	55.1	55.1	185.0	67.7	63.0	6.40/15	abce	1-Do	Pu	HS	4	Hy	3.89	TA	FR	H	2860
R-1062, U.S.A.	4 2.15x3.15	28 4500	45.6	7.25	IL	IH	AS	HG	82.7	47.9	48.0	143.2	56.3	57.9	5.00/15	abce	1-Do	Pu	HS	3	SB	4.71		FR	H	1257
R-1103	4 3.46x3.46	77 4000	130.7	7.00	IL	IH	AS	HG	110.2	55.1	55.1	185.0	67.7	63.0	6.40/15	abce	1-Do	Pu	HS	4	Hy	3.89	TA	FR	H	2866
R-1090	4 2.28x3.15	30 4250	51.5	7.25	IL	IH	AS	HG	89.5	49.3	48.0	156.6	60.0	56.8	5.00/15	abce	1-SD	Pu	HS	3	SB	4.37		FR	H	1340
Revin 3CVCD4	2 2.76x2.36	13 3200	28.2		HO				71.0	38.6	38.6	124.0	46.3	49.3	3.50/10		1-SU		HS	3			Sp	FR	M	
Simca Elysee-1300	4 2.91x2.95	48 4800	78.7	6.75	IL	IH	AA	Ch	96.2	49.4	49.2	162.0	61.3	59.0	5.60/14	abc	1-SD	Pu	HS	4	Hy	4.44	Sp	Fr	H	2900
Plein Ciel-1300	4 2.91x2.95	57 4800	78.7	7.85	IL	IH	AA	Ch	96.2	49.4	49.2	168.0	61.8	56.0	5.60/14	abc	1-SD	Pu	HS	4	Hy	4.44	Sp	Fr	H	2930
Vedette-72A	8 2.60x3.37	80 4400	143.5	7.20	V	L	AS	SG	106.0	54.0	53.0	178.0	69.1	58.3	6.40/13	abc	1-DD	Pu	HS	3	Hy	3.90	Sp	Fr	H	2454
Vedette-72C	8 2.60x3.37	80 4400	143.5	7.20	V	L	AS	SG	106.0	54.0	53.0	178.0	69.1	58.3	6.40/13	abc	1-DD	Pu	HS	3	Hy	4.55	Sp	Fr	H	2454
Talbot Tourisme Rapide	4 3.52x3.90	120		7.60					96.5	51.2	51.2	165.5	64.6	62.7			2-Dt			4				Fr	H	2328
Lago	4 3.53x3.90	120 5000	152.0	7.00	IL	IH	AA	Ch	96.5	51.2	51.2	165.1	64.6	51.6	6.50/16	abcd	2-Dt	Pu	HS	4	SB	3.36	TT	Fr	H	2310
GERMANY																										
BMW 503	8 3.23x2.95	140 4800	193.0	7.30	V	IH	AA	Ch	111.6	55.0	55.9	186.5	68.8	55.0	6.00/16	abcde	2-DD	Pu	HS	4	Hy	3.90	TA	Fr	H	3120
507	8 3.23x2.95	150 5000	193.0	7.60	V	IH	AA	Ch	97.5	57.0	56.2	172.0	66.0	50.0	6.00/16	abcde	2-DD	Pu	HS	4	Hy	3.70	TA	Fr	H	2900
Borgward																										
Hansa 2400 Pullman	6 3.07x3.21	100	142.6	8.00	IL	IH	AA	HG	111.0	53.5	56.0	189.5	70.1	58.8	6.70/15		1-	Pu	HA	4	Hy	3.90		FR	H	3316
Isabella	4 2.95x3.33	60 4700	91.1	6.80	IL	IH	AA	HG	102.4	52.5	53.5	172.8	67.1	57.7	5.90/13	abcd	1-DS	Pu	HS	4	Hy	3.90	Sp	FR	H	
Isabella TS	4 2.96x3.33	75	91.0	8.20	IL	IH	AA	BG	102.4	53.7	53.5	173.0	67.2	57.7	5.90/13	abcd	1-	Pu	HS	4	Hy	3.90		FR	M	2205
DKW 3-6	3 2.80x2.99	40 4200	54.7		IL	N	AA	N	92.0	50.0	53.0	166.0	66.0	57.5	5.60/15	N	1-De	TS	HS	4	StB	4.72		FR	H	1760
Ford Taunus 12M	4 2.50x3.64	43 4250	71.5	6.80	IL	L	AS	HG	98.8	48.0	48.0	160.0	62.2	61.0	5.60/13	abce	1-SD	Pu	HS	3		4.44	Sp	Fr	H	1810
15M	4 3.23x2.79	60 4500	81.7	7.60	IL	IH	AS	HG	98.0	48.0	48.0	160.0	62.2	61.0	5.60/13	abce	1-SD	Pu	HS	3	Hy	4.11	Sp	Fr	H	1904
Goliath GP900E	2 3.30x3.06	40 4000	55.0	7.70	IL		AA		91.0	51.2	49.2	157.0	64.0	58.0	5.60/13			Pu	HS	4		4.73	Sp	Fr	H	1875
Lloyd LP400S, LS400S	2 2.44x2.52	13 3250	23.5	6.85	IL	N	AA	N	78.7	41.3	43.3	135.8	55.3	55.1	4.25/15	N	1-St	AC	HS	3	StB	4.82	Sp	FR	H	1003
LP600, LS600, LC600	2 2.26x1.88	19 4500	36.4	6.50	IL	IH	AA	Ch	78.8	41.4	43.3	132.1	55.6	55.2	4.25/15	a	1-Do	AC	HS	3		4.50	Sp	FR	H	1160
LT600	2 2.26x1.88	19 4500	36.4	6.60	IL	IH	AA	Ch	92.6	47.3	47.3	139.0	60.8	63.8	5.00/15	a	1-De	AC	HS	3		4.87	Sp	FR	H	1320
Mercedes-Benz 180	4 2.95x3.94	58 4000	107.8	6.70	IL	L	AA	Ch	104.3	56.1	57.5	175.6	68.5	61.4	6.40/13	abcde	1-De	Pu	HS	4	Hy	3.90	TA	FR	H	2360
180D	4 2.95x3.94	46 3500	107.8	19.00	IL	IH	AA	Ch	104.3	56.1	57.5	175.6	68.5	61.4	6.40/13	abcde	Inj	Pu	HS	4	Hy	3.70	TA		H	2470
190	4 3.34x3.30	84 4800	115.7	7.50	IL	IH	AA	Ch	104.3	56.3	57.9	176.6	68.5	61.4	6.40/13	abcde	1-Do	Pu	HS	4	Hy	4.10	TA	FR	H	2450
190SL	4 3.34x3.30	120 5800	115.7	8.50	IL	IH	AA	Ch	94.5	56.3	57.9	166.0	68.5	52.0	6.40/12	abcde	2-	Pu	HS	4	Hy	3.90	TA	FR		2340
219	6 3.16x2.86	92 4800	134.0	7.60	IL	IH	AA	Ch	108.3	56.3	57.9	183.1	68.5	61.4	6.40/12	abcde	1-Do	Pu	HS	4	Hy	4.10	TA	FR	H	2580
220S	6 3.16x2.86	112 5000	134.0	7.60	IL	IH	AA	Ch	111.0	56.3	57.9	185.6	68.5	61.4	6.70/13	abcde	2-Do	Pu	HS	4	Hy	4.10	TA	FR		2730
300C	6 3.34x3.47	136 4500	183.0	7.40	IL	IH	AA	Ch	120.0	58.3	60.0	199.0	72.4	63.0	7.60/15	abcde	2-	Pu	Au	3	Hy	4.87	TA	FR		3960
300S	6 3.34x3.47	200 5500	183.0	8.55	IL	IH	AA	Ch	114.2	58.3	60.0	185.0	75.4	59.5	6.50/15	abcde	Inj	Pu	HS	4	Hy	4.11	TA	FR	H	3650
300SL	6 3.34x3.47	240 6100	183.0	8.55	IL	IH	AA	Ch	94.5	54.5	56.5	178.0	70.5	51.2	6.50/15	abcde	Inj	Pu	HS	4	Hy	3.64	TA	FR	H	2990
Opel Olympia, Rekord	4 3.15x2.91	51 4200	90.8	6.90	IL	IH	AS	HG	97.9	47.2	49.9	167.1	64.0	60.2	5.60/13	abcde	1-Do	Pu	HS	3	Hy	3.90	Sp	Fr		1907
Caravan	4 3.15x2.91	51 4200	90.8	6.90	IL	IH	AS	HG	97.9	47.4	49.9	168.5	64.0	62.8	6.40/13	abcde	1-Do	Pu	HS	3	Hy	4.22	Sp	Fr	H	2072
Kapitan	6 3.15x3.23	81 4000	150.9	7.10	IL	IH	AS		108.3	54.0	54.0	146.4	69.3	61.4	6.40/13	abcde	1-Do	Pu	HS	3	Hy	3.90	Sp	Fr	H	2548
Porsche 356A/1600	4 3.25x2.92	60 4500	96.5	7.50	HO	IH	AA	HG	82.7	50.8		155.5	66.0	51.0	5.00/16	abc	2-SD	AC	HS	4	SB	4.37	TA	FR	H	1870
356/1500	4 3.35x2.60	100 6200	91.5	9.00	HO	IH	AA	VS	82.7	51.5		155.5	66.0	51.0	5.90/15	ab	2-DD	AC	HS		SB		TA	FR	H	1870
Volkswagen 1/11	4 3.03x2.52	36 3700	72.7	6.60	HO	IH	AS	HG	94.5	50.8	49.2	160.2	60.6	59.1	5.60/15	abc	1-SD	AC	HS	4	SB	4.40	TA	FR	*	1630
2/22	4 3.03x2.52	36 3700	72.7	6.60	HO	IH	AS	HG	94.5	53.9	53.5	165.0	68.9	76.5	6.40/15	abc	1-SD	AC	HS	4	SDR	6.20	TA	FR	H	2370
1/14	4 3.03x2.52	36 3700	72.7	6.60	HO	IH	AS	HG	94.5	50.8	49.2	163.0	64.2	52.2	5.60/15	abc	1-SD	AC	HS	4	SB	4.40	TA	FR	H	1720
ITALY																										
Alfa-Romeo 1900/AR 52	4 3.25x3.46	65 4450	114.9	7.00	IL	IH	AA	Ch	86.6	51.1	51.1	138.5	58.2	71.6	6.40/16	abce	1-SD	Pu	HS	3	SB	4.10	Sp	Fr	H	2870
Giulietta Sprint	4 2.95x2.95	65 5000	78.7	8.00	IL	IH	AA	Ch	93.7	50.0	50.0	153.5	60.6	51.2	6.10/15	abcde	1-DD	Pu	HS	4	Hy	4.55	TT	Fr	H	1764
1900 Super	4 3.33x3.46	90 5200	120.5	7.50	IL	IH	AA	Ch	103.5	52.0	52.0	174.8	63.0	58.7	6.50/15	abcde	1-SU	Pu	HS	4	Hy	4.10	TT	Fr	H	2513
1900 C Super Sprint	4 3.33x3.46	115 5500	120.5	8.00	IL	IH	AA	Ch	98.4	51.3	51.3	176.2	63.4	52.2	6.50/15	abcde	2-DD	Pu	HS	5	Hy	4.55	TT	Fr	H	2295
1900 TI Super	4 3.33x3.46	115 5500	120.5	8.00	IL	IH	AA	Ch	103.5	52.0	52.0	174.8	63.0	58.7	6.50/15	abcde	2-DD	Pu	HS	4	Hy	4.10	TT	Fr	H	2513
Giulietta Sedan	4 2.92x2.96	50 5200	78.6	7.50	IL	IH	AA	Ch	93.8	50.4	50.4	157.2	61.3	55.4	6.10/15	abcde	1-SD	Pu	HS	4	Hy	4.55	TT	Fr	H	1937
Giulietta Spider	4 2.92x2.96	65 6000	78.6	8.00	IL	IH	AA	Ch	86.6	50.0	50.0	150.5	61.1	52.4	6.10/15	abcde	1-DD	Pu	HS	4	Hy	4.55	TT	Fr	H	1760
1300 Super Spider	4 2.92x2.96	90 6000	78.7	9.00	IL	IH	AA	Ch	86.6	50.7	50.0	152.0	62.3	52.5	6.10/15	abce	2-DD	Pu	HS	4	Hy	4.10	TT	Fr	H	
1300 Sprint Veloce	4 2.92x2.96	90 6000	78.7	9.00	IL	IH	AA	Ch	93.7	50.7	50.0	157.0	60.5	52.0	6.10/15	abce	2-DD	Pu	HS	4	Hy	4.10	TT	Fr	H	1730
1900 Primevere	4 3.32x3.47	90 4800	120.5	7.50	IL	IH	AA	Ch	103.5	52.0	52.0	173.2	63.0	58.7	6.50/15	abce	1-SD	Pu	HS	4	Hy	4.10		Fr	H	2410
Ferrari 500 Mondial	4 3.54x3.07	170 7000	121.1	9.50	IL	IH			88.5	50.3	50.6				(6)		2-Dt	Pu	HS	5				Fr	H	1543
250 G-T	12 2.87x2.31	220 7000	180.1	9.00	V	IH		Ch	102.4	52.2	52.0				6.00/16		3-	Pu		4					H	
410 SA	12 3.46x2.68	335 6000	302.3	9.00	V	IH	AA	Ch	110.4	57.3	57.1	149.7	67.0	67.0	6.50/16	abc	3-Dt	Pu	HS	4	We	(15)		Fr	MH	2420
Fiat 1100	4 2.68x2.96	48 4400	85.5	7.00	IL	IH	AA	Ch	92.1	48.4	47.7	149.0	57.7	58.5	5.20/14	abc	1-SD	Pu	HS	4	Hy	4.30	Sp	Fr	H	1835
1100TV	4 2.68x2.96	53 5200	85.5	8.00	IL	IH	AA	Ch	92.1	48.4	47.7	148.6	57.4	58.5	5.20/14	abc	1-DD	Pu	HS	4	Hy	4.30	Sp	Fr	H	1888
1400B	4 3.23x2.60	58 4600	85.0	7.50	IL	IH	AA	Ch	104.3	52.2	52.0	169.5	65.2	62.0	5.90/14	abc	1-DD	Pu	HS	4	Hy	4.45	TA	Fr	H	2480
1400B Diesel	4 3.23x3.54	43 3200	116.0	20.00	IL	IH	AA	HG	104.3	52.4	52.2	169.5	65.2	62.6	6.40/14	abc	Inj	Pu	HS	4	Hy	4.10	TA	Fr	H	2620

For abbreviations see page 98

OTHER FOREIGN CARS—*concluded*

MAKE AND MODEL	ENGINE: Number of Cylinders Bore and Stroke (In.)	ENGINE: Maximum Brake Hp. at Specified R.P.M.	ENGINE: Piston Displacement (Cu. In.)	ENGINE: Compression Ratio (To —1)	ENGINE: Cylinder Arrangement	ENGINE: Valve Location	ENGINE: Piston Material	ENGINE: Camshaft Drive	GENERAL DATA: Wheelbase (In.)	GENERAL DATA: TREAD Front (In.)	GENERAL DATA: TREAD Rear (In.)	GENERAL DATA: OVERALL DIMENSIONS (In.) Length Including Bumpers and Bumper Guards	GENERAL DATA: OVERALL DIMENSIONS (In.) Width	GENERAL DATA: OVERALL DIMENSIONS (In.) Height—Road to Rail, No Load	GENERAL DATA: Tires (In.)	GENERAL DATA: Oil Pressure to—	GENERAL DATA: Carburetors—No. Used and Type	GENERAL DATA: Cooling System	GENERAL DATA: Shifting Method	GENERAL DATA: No. of Forward Speeds	REAR AXLE: Final Drive	REAR AXLE: Gear Ratio (To —1)	REAR AXLE: Torque Taken By	Independent Suspension	Service Brakes	Shipping Weight (Lb.)
ITALY—*continued*																										
Fiat (cont'd)																										
1900B	4 3.23x3.84	80 4000	116.0	7.50	IL	IH	AA	Ch	104.3	52.4	52.2	169.5	65.2	62.6	6.40/14	abc	1-DD	Pu	HS	5	Hy	4.30	TA	Fr	H	2640
1100 Family Car	4 2.68x2.96	40 4400	66.5	7.00	IL	IH	AA	Ch	92.1	48.4	47.7	148.0	57.7	59.0	5.60/14	abc	1-SD	Pu	HS	4	Hy	4.30	Sp	Fr	H	1870
600	4 2.36x2.20	22 4800	38.8	7.00	IL	IH	AA	Ch	78.7	45.2	45.4	129.6	54.3	55.3	5.20/12	abc	1-SD	Pu	HS	4	SB	5.27		FR	H	1230
600 Multipla	4 2.36x2.20	22 4800	38.8	7.00	IL	IH	AA	Ch							5.20/12	abc	1-	Pu	HS	4		6.45		FR	H	1840
600 Taxi	4 2.36x2.20	22 4800	38.8	7.00	IL	IH	AA	Ch							5.20/12	abc	1-	Pu	HS	4		6.45		FR	H	1605
Iso Isetta	1 1.89x2.60	10 4800	7.3	6.50	IL	N	AA	N	59.1	47.2	19.7	88.6	52.8	52.0	4.50/10	N	1-St	AC	HS	4	Ch		Sp	Fr	H	728
Lancia C10 Appia	4 2.68x2.96	44 4800	66.5	7.20	V	IH	AA	Ch	98.8	46.4	46.5	168.0	57.0	67.3	5.60/15	abce	1-St	Pu	HS	4	Hy	5.22		Fr	H	1890
Flaminia	6 3.15x3.21	98 4800	150.0	8.00	V				113.0	54.8	54.0											3.90				
Aurelia GT2500	6 3.07x3.37	110 5000	149.9	8.40	V	IH	AA	Ch	104.3	50.1	51.2	172.0	61.0	53.5	6.50/15	abce	1-Dt	Pu	HS	4	SB	4.27		Fr	H	2535
Conv't Aurelia GT2500	6 3.07x3.36	110 5000	149.4	8.40	V	IH	AA	Ch	96.4	50.8	48.2	166.5	61.2		6.50/15	abce	1-DD	Pu	HS	4	SB	4.27	TTs	Fr	H	2330
C10 Appia	4 2.68x2.96	38 4800	66.5	7.40	V	IH	AA	Ch	97.6	46.5	46.6	152.0	56.0	56.1	5.60/15	abce	1-St	Pu	HS	4	Hy	4.55		Fr	H	1805
Maserti A6G/2000	6 3.01x2.83	125 6000	121.0	8.50	IL	IH	AA	Ch	100.4	53.5	48.0	164.0	60.0	51.0	6.00/16	abce	3-	Pu	Pr	4	SB	4.75	TT	Fr	H	1850
2000/1	4 3.62x2.96	160 7200	121.5	9.50	IL	IH	AA	HG	86.5	49.3	47.3	165.0	57.0	31.0	6.00/16	abce	2-Dt	Pu	Pr	4	Hy	Var	TT		H	
250/F	6 3.31x2.95	270 7200	152.1	12.00	IL	IH	AA	HG	89.0	51.2	49.2	156.0	55.0	39.0	(8)	abc	3-Dt	Pu	Pr	5	SbR	Var	TT	Fr	H	1400
150/S	4 3.11x2.76	140 7500	90.5	8.75	IL	IH	AA	HG	86.7	49.3	47.3	145.0	57.0	30.0	(7)	abcde	2-Dt	Pu	Pr	4	Hy	Var	TT	FR	H	1400
300/S	6 3.31x3.54	260 6200	82.5	8.75	IL	IH	AA	HG	91.0	51.3	49.3	167.0	59.0	33.0	(17)	abcde	3-Dt	Pu	Pr	4	DR	Var	TT	FR	H	1800
4500	8 3.70x3.19	400 7000	274.0	9.00	V	IH	AA	HG	94.5	52.5	51.5	172.0	62.0	40.0	(2)	abce	4-Dt	Pu	Pr	5	DR	Var	TT	FR	H	
O.S.C.A. 1100/2AD	4 2.76x2.80	92 6600	66.6	9.00	IL	IH	AA	Ch	86.6	47.2	45.3	140.0	57.0	41.0	5.00/15	abc	2-DH	Pu	HS	4	SB	Var		Fr	H	1609
1500/2AD	4 3.07x3.07	125 6300	90.9	9.50	IL	IH	AA	Ch	86.6	47.2	45.3	140.0	57.0	41.0	(9)	abc	2-DH	Pu	HS	4	SB	Var		Fr	H	1653
2000S	6 2.99x2.87	165 6500	121.2	9.00	IL	IH	AA	Ch	88.6	49.6	47.6	149.0	58.0	39.5	(6)	abc	3-DH	Pu	HS	4	SB	Var		FR	H	1918
187	4 2.44x2.44	70 7500	46.7	9.00	IL	IH	AA	Ch	82.6	45.2	44.5	150.0	54.3	30.0	5.20/14	abc	2-DH	Pu	HS	4	SB	Var	Sp	Fr	H	1439
JAPAN																										
Nissan Datsun 113	4 2.36x2.99	24 4000	52.5	6.50	IL	L	AA	HG	87.4	48.6	46.5	152.0	57.7	60.6	5.00/15	ce	1-SD	Pu	HS	4	Hy	6.43	Sp	N	H	1860
Toyopet Crown RS	4 3.03x3.07	55 4400	88.5	7.20	IL	IH	AA	HG	99.6	52.2	53.9	168.7	66.1	60.0	6.40/15	abce	1-SD	Pu	HS	3	Hy	5.29	Sp	Fr	H	2530
SPAIN																										
Pegaso 102B/2.8	8 3.14x2.76	6300	171.5	Var	V	IH	AA	HG	92.0	52.0	50.8	162.0	63.0	51.0	6.00/16	abc	(10)	Pu	HS	5	SB	Var	Sp	Fr	H	2183
102BS/2.8	8 3.14x2.76	250 6600	171.5	Var	V	IH	AA	HG	92.0	52.0	50.8	162.0	63.0	51.0	6.50/16	abc	1-DH	Pu	HS	5	SB	Var	Sp	Fr	H	2340
102B/3.2	8 3.35x2.72	200 6000	193.9	Var	V	IH	AA	HG	92.0	52.0	50.8	162.0	63.0	51.0	6.50/16	abc	2-FB	Pu	HS	5	SB	Var	Sp	Fr	H	2183
102BSS/3.2	8 3.35x2.72	370 6000	193.9	Var	V	IH	AA	HG	92.0	52.0	50.8	162.0	63.0	51.0	6.50/16	abc	4-DH	Pu	HS	5	SB	Var	Sp	Fr	H	2340
Z-103	8 3.46x3.25	270 5800	244.7	8.00	V	IH	AA	Ch	92.2	52.8	50.8	162.0	63.0	50.8	6.50/16	abc	(18)	Pu	HS	5	SB	3.58		Fr	H	3190
S.E.A.T. 1400	4 3.23x2.60	44 4400	85.1	6.70	IL	IH	AA	Ch	104.3	52.2	52.0	169.5	65.2	62.6	5.90/14	abce	1-DF	Pu	HS	4	Hy	4.44	Sp	Fr	H	2380
SWEDEN																										
SAAB 92B	2 3.15x2.99	28 4000	46.6	6.60	IL	N	AA	N	97.2	46.4	48.4	155.5	53.7	57.0	5.00/15	N	1-SD	TS	HS	3	HG	5.35		FR	H	1725
93	3 2.60x2.88	38 5000	45.6	7.30	IL	N	AA	N	96.4	48.0	48.0	157.1	61.5	57.1	5.00/15	N	1-St		HS	3	HG	5.13		FR	H	1734
Volvo PV-444 Std.	4 3.13x3.15	60 4500	98.0	7.40	IL	IH	AA	HG	102.3	51.0	51.8	177.0	62.0	62.0	5.90/15	abc	1-SD	Pu	HS	3	Hy	4.56	TA	Fr	H	2100
PV-444 Export	4 3.13x3.15	80 5500	98.0	8.20	IL	IH	AA	HG	102.3	51.0	51.8		62.0	66.0	5.90/15	abc	2-SU	Pu	HS	3	Hy	4.36	TA	Fr	H	2100
PV-445 Std.	4 3.13x3.15	60 4500	98.0	7.40	IL	IH	AA	HG	102.3	51.0	51.8	174.0	63.0	66.0	6.00/15	abc	1-SD	Pu	HS	3	Hy	5.63	Sp	Fr	H	2350
PV-445 Export	4 3.13x3.15	80 5500	98.0	8.20	IL	IH	AA	HG	102.3	51.0	51.8	174.0	63.0	66.0	6.00/15	abc	2-SU	Pu	HS	3	Hy	5.63	Sp	Fr	H	2350
Amazon Std.	4 3.13x3.15	60 4500	98.0	7.40	IL	IH	AA	HG	102.3	51.8	51.8	173.0	63.5	59.5	5.90/15	abc	1-SD	Pu	HS	3	Hy	4.56	TA	Fr	H	2170
Amazon Export	4 3.13x3.15	80 5500	98.0	8.20	IL	IH	AA	HG	102.3	51.8	51.8	173.0	63.5	59.5	5.90/15	abc	2-SU	Pu	HS	3	Hy	4.56	TA	Fr	H	2170

ABBREVIATIONS

*—Four barrel carburetor optional.
•—Front wheel drive.
■—Mechanical or hydraulic.
(1)—Fully automatic, preselective or hand shift optional.
(2)—Front, 6.00/16; rear, 7.00/16.
(3)—3.90 with std. trans. and 4.22 with overdrive.
(6)—Front, 5.25/16; rear, 6.00/16.
(7)—Front, 5.25/16; rear, 5.50/16.
(8)—Front, 5.50/16; rear, 7.00/16.
(9)—Front, 5.25/15; rear, 5.90/15.
(10)—One or four dual downdrafts.
(11)—Varies with different body styles.
(12)—Front, 6.50/15; rear, 6.00/15.
(18)—Three optional gear ratios available.
(17)—Front, 6.00/16; rear, 6.50/16.
(18)—One dual downdraft or two four barrel.
a—Main bearings.
b—Connecting rod bearings.
c—Camshaft bearings.
d—Piston pins.
e—Timing chain or gears.
AA—Aluminum alloy.
AC—Air cooled.
AS—Aluminum alloy and steel strut.
AT—Alloy tinplated.
Au—Automatic.
BG—Bevel gear.
CC—Crankcase.
Ch—Chain.
CH—Chain and helical gear.
DD—Dual downdraft.
DF—Downdraft, four barrel.
DH—Dual horizontal.
Do—Downdraft.
DR—Double reduction.
Dt—Dual throat.
F—Valves in side and head.
FB—Four barrel.
Fr—Front.
FR—Front and rear.
H—Hydraulic.
HA—Hand shift or automatic.
HG—Helical gear.
HM—Front, hydraulic; rear, mechanical.
Ho—Horizontal.
HO—Horizontally opposed.
HS—Hand shift.
Hy—Hypoid.
IH—In head.
IL—In line.
Inj—Injectors.
L—Valves at side.
M—Mechanical.
MH—Mechanical and hydraulic.
N—No or none.
NA—Not available.
Pr—Preselective.
Pu—Pump.
RA—Radius arms.
SB—Spiral bevel.
SbR—Straight bevel, double reduction.
Sd—Semi-downdraft.
SD—Single throat downdraft.
SDR—Spiral bevel, double reduction.
SG—Spur gear.
SH—Single throat, horizontal.
Sp—Springs.
SSd—Single throat, semi-downdraft.
St—Single throat.
StB—Straight bevel.
SU—Single throat, updraft.
T—"T" head, valves opposite.
TA—Torque arm.
TaS—Torque arms and springs.
TF—Torque forks.
TP—Thermo-syphon and pump.
TS—Thermo-syphon.
TT—Torque tube.
TTs—Torque tube and springs.
V—"V" type.
Var—Various.
VS—Vertical shaft.
Wo—Worm.

LIGHT TRUCKS

MAKE AND MODEL		WHEEL-BASE Minimum Standard (In.)	WHEEL-BASE Maximum Standard (In.)	Gross Vehicle Weight for Normal Service (Lb.)	Chassis Weight (Lb.)	TIRE SIZES D-dual rear S-single rear Standard Front and Rear	TIRE SIZES Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS Make and Model	No. of Cylinders, Bore and Stroke (In.)	Displacement (cu. in.)	Comp. Ratio (to 1)	Torque (Lb. Ft.)	Max. Brake H.P. at Given R.P.M.	TRANSMISSION Make and Model	Forward Speeds	REAR AXLE Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
Chevrolet	D57	115		4100	§§3285	7.50/14S	7.50/14S	O-Bl. Fl. 140††	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own ¶‡‡	3	Own	H½	H	• 3.55
	3A57	114		5000	§§2488	6.70/15S	7/17.5S	O-Th. Mas.‡‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own §¶♦	3	Own	H½	H	‡ 3.90
	3B57	123½		5000	§§3465	6.70/15S	7/17.5S	O-Th. Mas.‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own §¶♦	3	Own	H½	H	‡ 3.90
(c.f.)	3C57	104		10000	^^2837	8/19.5S	8/19.5	O-Th. Mas. Sp.‡‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own §¢♦	3	Own	HF	H	** 5.14
(c.f.)	3D57	125		10000	^^2894	8/19.5S	8/19.5	O-Th. Mas. Sp.‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own §¢♦	3	Own	HF	H	** 5.14
(c.f.)	3F57	137		10000	^^2914	8/19.5S	8/19.5	O-Th. Mas. Sp.‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own §¢♦	3	Own	HF	H	** 5.14
	3E57	123½		6900	^^2894	7/17.5S	8/19.5^	O-Th. Mas.‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own §¢♦	3	Own	HF	H	** 4.57
	3G57	135		8800	3104	8/17.5S	8/19.5	O-Th. Mas.‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own §♦	4	Own	HF	H	** 5.14
	4A57	132½		14000	*3925	7/22.5D	8/22.5	O-Th. Mas.‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own♦	4	Own	HF	H	□□ 6.17
	4B57	156½		14000	*4046	7/22.5D	8/22.5	O-Th. Mas.‡	6-3 7/16x3 1/2	235	8.8	210	140-4200	Own♦	4	Own	HF	H	□□ 6.17
Divco	11	100¾		7500	2925	7.00/16S*			4-3 7/16x4 5/8	162			46-2640						
	114	100¾		7500	2930	7.00/16S*			4-3 7/16x4 5/8	162			47-2900						
	12	100¾		6000	2865	7.00/16S			4-3 7/16x4 5/8	162			46-2640						
	124	100¾		6000	2880	7.00/16S			4-3 7/16x4 5/8	162			47-2900						
	13	100¾		7300	2940	7.00/16S*			4-3 7/16x4 5/8	162			46-2640						
	134	100¾		7300	2950	7.00/16S*			4-3 7/16x4 5/8	162			47-2900						
	15	100¾		7600	2996	7.00/16S*			6-3 7/16x4 5/8	230			65-2700						
	154	100¾		7600	2998	7.00/16S*			6-3 7/16x4 5/8	230			65-2700						
	214	127½		12000	3662	6.50/20D			6-3 7/16x4 5/8	230			65-2700						
	224	127½		8000	3200	7.00/16S*			6-3 7/16x4 5/8	230			65-2700						
	244	127½		7500	3127	7.00/16S*			4-3 7/16x4 5/8	162			47-2900						
	334	115		10800	3315	6.50/20S†			6-3 7/16x4 5/8	230			65-2700						
	344	115		7500	3175	7.00/16S*			6-3 7/16x4 5/8	230			65-2700						
	36HD	115		9500	3143	7.50/16S^			4-3 7/16x4 5/8	162			47-2900						
	364	115		6500	3112	7.00/16S			4-3 7/16x4 5/8	162			47-2900						
	364HD	115		9500	3143	7.50/16S^			4-3 7/16x4 5/8	162			47-2900						
	374	115		9500	3232	7.50/16S^			6-3 7/16x4 5/8	230			65-2700						
	42	130		7000	3370	7.50/16S			6-3 7/16x4 5/8	253			102-3400						
	52	117½		7000	3281	7.50/16S			6-3 7/16x4 5/8	253			102-3400						
Dodge	K6-D100	108	116	5100	2350	6.70/15S	7.10/15S	Own T-534	6-3 1/4x4 1/4	230	7.9	202	120-3600	Own PC	3	Own T-534	H½	H	3.73-4.89
	K8-D100	108	116	5100	2450	6.70/15S	7.10/15S	Own VT-534	8-3 1/8x3 1/4	315	8.5	290	204-4400	Own PC	3	Own VT-534	H½	H	3.73-4.89
	K6-D200	116	116	7500	2825	7/17.5S	7/17.5	Own T-536	6-3 1/4x4 1/4	230	7.9	202	120-3600	NP 8990S	3	Own T-536	HF	H	4.10-4.89
	K8-D200	116	116	7500	2925	7/17.5S	7/17.5	Own VT-536	8-3 1/8x3 1/4	315	8.5	290	204-4400	NP 8990S	3	Own VT-536	HF	H	4.10-4.89
	K6-D300	126	126	8800	2850	7/17.5S	7/17.5	Own T-538	6-3 1/4x4 1/4	230	7.9	202	120-3600	NP 8990S	3	Own T-538	HF	H	4.10-4.89
	K8-D300	126	126	8800	2950	7/17.5S	7/17.5	Own VT-538	8-3 1/8x3 1/4	315	8.5	290	204-4400	NP 8990S	3	Own VT-538	HF	H	4.10-4.89
(c.f.)	K6-P300	116	126	9000	2550	7/17.5S	7/17.5	Own T-518	6-3 1/4x4 1/4	230	7.9	202	120-3600	WG T-870	3	Own T-518	HF	H	4.89-8.75
(c.f.)	K8-P300	116	126	9000	2650	7/17.5S	7/17.5	Own VT-518	8-3 1/8x3 1/4	315	8.5	290	204-4400	WG T-870	3	Own VT-518	HF	H	4.89-8.75
Ford	Ranchero	116	116	4800		7.50/14S	8.00/14S	Own	6-3 5/16x3 1/2	223	8.3		144-	Own*	3	Own	H½	H	3.56-4.11
	Ranchero	116	116	4800		7.50/14S	8.00/14S	Own	8-3 5/16x3 1/8	272	8.3		190-	Own*	3	Own	H½	H	3.56-4.11
	Ranchero	116	116	4800		7.50/14S	8.00/14S	Own	8-				212-	Own*	3	Own	H½	H	3.56-4.11
	Courier	116	116	4800		7.50/14S	8.00/14S	Own	6-3 5/16x3 1/2	223	8.3		144-	Own*	3	Own	H½	H	3.56-4.11
	Courier	116	116	4800		7.50/14S	8.00/14S	Own	8-3 5/16x3 1/8	272	8.3		190-	Own*	3	Own	H½	H	3.56-4.11
	F-100	110	118	5000		6.70/15S	6.50/16S	Own	6-3 5/16x3 1/2	223	8.3	207	139-4200	Own†	3	Own	H½	H	3.70-4.11
	F-100	110	118	5000		6.70/15S	6.50/16S	Own	8-3 5/16x3 1/8	272	8.3	260	171-4400	Own†	3	Own	H½	H	3.70-4.11
	F-250	118	118	7400		6.50/16S	8/19.5S	Own	6-3 5/16x3 1/2	223	8.3	207	139-4200	Own^	3	Own	HF	H	4.56-4.88
	F-250	118	118	7400		6.50/16S	8/19.5S	Own	8-3 5/16x3 1/8	272	8.3	260	171-4400	Own^	3	Own	HF	H	4.56-4.88
	F-350	130	130	9800		8/17.5S	8/17.5	Own	6-3 5/16x3 1/2	223	8.3	207	139-4200	Own■	4	Own	HF	H	4.86-5.83
	F-350	130	130	9800		8/17.5S	8/17.5	Own	8-3 5/16x3 1/8	272	8.3	260	171-4400	Own■	4	Own	HF	H	4.86-5.83
	F-350	130	130	9800		8/17.5D	8/17.5	Own	8-3 5/16x3 1/8	272	8.3	262	181-4400	Own■	4	Own	HF	H	4.86-5.83
	P-350	104	122	8000		7/17.5S	8/19.5S	Own	6-3 5/16x3 1/2	223	8.3	207	139-4200	Own^	3	Own	HF	H	4.56-5.88
	P-350	104	122	8000		7/17.5S	8/19.5S	Own	8-3 5/16x3 1/8	272	8.3	262	181-4400	Own^	3	Own	HF	H	4.56-5.88
	P-400	137	137	10000		8/17.5S	8/17.5	Own	6-3 5/16x3 1/2	223	8.3	207	139-4200	Own^	3	Own	HF	H	4.86-5.83
	P-400	137	137	10000		8/17.5S	8/17.5	Own	8-3 5/16x3 1/8	272	8.3	262	181-4400	Own^	3	Own	HF	H	4.86-5.83
Studebaker	3E5	112	122	4800	2070	6.00/16S	6.50/16S	Own 1E	6-3x4 5/8	186	7.5	152	92-3800	WG T90B	3	Spi 2211	H½	H	4.27-4.89
	3E6	112	122	5000	2190	6.00/16S	6.50/16S	Own 4E	6-3 1/8x4 1/4	246	7.5	204	106-3400	WG T90B	3	Spi 2211	H½	H	4.09-4.27
	3E7	112	122	5000	2389	6.00/16S	6.50/16S	Own 3E	8-3 1/8x3 1/4	259	7.5	250	170-4200	WG T89C	3	Spi 2211	H½	H	3.73-4.27
	3E10	122	122	6700	2315	7.00/16S	7.50/17S	Own 1E	6-3x4 5/8	186	7.5	152	92-3800	WG T90B	3	Spi 80	HF	H	** 4.88
	3E11	122	122	7000	2535	7.00/16S	8/19.5S	Own 4E	6-3 1/8x4 1/4	246	7.5	204	106-3400	WG T90B	3	Spi 80	HF	H	4.10-4.88
	3E12	122	122	7000	2625	7.00/16S	8/19.5S	Own 3E	8-3 1/8x3 1/4	259	7.5	250	170-4200	WG T89C	3	Spi 80	HF	H	4.10-4.88
	3E13	131	131	10000	3140	8/17.5S	8/17.5	Own 3E	8-3 1/8x3 1/4	259	7.5	250	170-4200	WG T98A	4	Tim 8-100	HF	H	4.86-5.14
	3E14	131	131	10000	3050	8/17.5S	8/17.5	Own 4E	6-3 1/8x4 1/4	246	7.5	204	106-3400	WG T98A	4	Tim 8-100	HF	H	5.14-5.83
	3E16	131	155	14000	3635	8/19.5D	8/22.5	Own 4E	6-3 1/8x4 1/4	246	7.5	204	106-3400	WG T98A	4	Tim 53521•	SF	H	5.14-5.83
	3E28	131	155	14000	3730	8/19.5D	8/22.5	Own 3E	8-3 1/8x3 1/4	259	7.5	250	170-4200	WG T98A	4	Tim 53521•	SF	H	5.14-5.83
FOUR-WHEEL-DRIVE																			
Dodge	K6-W100	108	116	5100	3404	6.00/16	7/17.5	Own T500	6-3 1/4x4 1/4	230	7.9	202	120-3600	NP 8990S	3	Own T500	H½	H	4.10-4.89
	K6-W200	116	116	8000	3737	7/17.5	7/17.5	Own T502	6-3 1/4x4 1/4	230	7.9	202	120-3600	NP 8990S	3	Own T502	HF	H	4.10-4.89
	K8-W100	108	116	5100	3504	6.00/16	7/17.5	Own VT500	8-3 1/8x3 1/4	314	8.5	290	204-4400	NP 8990S	3	Own VT500	H½	H	4.10-4.89
	K8-W200	116	116	8000	3837	7/17.5	7/17.5	Own VT502	8-3 1/8x3 1/4	314	8.5	290	204-4400	NP 8990S	3	Own VT502	HF	H	4.10-4.89
	K6-W300	126	126	9500	^4375	7.50/20S	9.00/16S	Own T137	6-3 1/4x4 1/4	230	7.9	198	113-3600	NP 420	4	Own T137	HF	H	4.89-5.83
FWD	*140	142	Opt	14500	6200	7.50/20D	10.00/20S	Int BD245	6-3 7/8x4 1/4	240	7.0	208	131-3800	WG T9	8	Own 13C	SF	H	** 6.17
	U150	130	Opt	14500	6250	7.50/20D	10.00/20S	Int BD240	6-3 7/8x4 1/4	240	7.0	208	131-3800	WG T9	8	Own 13C	SF	H	** 6.17
Willys	F4-134-4x4	104½	104	4500	1850	7.00/15S	7.00/15S	Own	4-3 1/8x4 5/8	134	6.9	114	72-4000	WG T90C	3		H½	H	** 5.38
	F4-134-4x2	104½	104	4500	1701	6.70/15S	6.70/15S	Own	4-3 1/8x4 5/8	134	7.4	114	75-4000	WG T96*	3		H½	H	** 4.89
	F4-134-4WD	118	118	6000	2016	7.00/16S	7.00/16S	Own	4-3 1/8x4 5/8	134	6.9	114	72-4000	WG T90C	3		H½	H	** 5.38
	L6-226-4x4	104½	104	4500	1963	7.00/15S	7.00/15S	Own	6-3 7/8x4 5/8	226	6.9	190	115-3650	WG T90J	3		H½	H	** 4.27
	L6-226-4x2	104½	104	4500	1814	6.70/15S	6.70/15S	Own	6-3 7/8x4 5/8	226	6.9	190	115-3650	WG T86*	3		H½	H	4.27-4.89
	L6-226-4WD	118	118	6000	2127	7.00/16S	7.00/16S	Own	6-3 7/8x4 5/8	226	6.9	190	115-3650	WG T90J	3		H½	H	** 4.88

KEY TO ABBREVIATIONS

MAKES—ALL

Int—International Harvester.
NP—New Process. **Opt**—Optional
O—Own. **Spi**—Spicer.
Tim—Timken-Detroit Axle Co.
WG—Warner Gear.

REAR AXLE
Final Drive and Type

F—Full-floating. **S**—Spiral bevel.
H—Hypoid. **½**—Semi-floating.

GEAR RATIOS

******—Only one ratio.

Drive and Torque

H—Hotchkiss (springs).

KEY TO REFERENCES

c.f.—Cab forward design.
^—Denotes "Includes Cab" when used with weights or prices.

CHEVROLET

*****—Includes spare wheel, full fuel tank and cooling system.
§—Trademaster V-8 engine available.
¶—Overdrive optional.
^—7/17.5D optional.
§—Synchro-mesh 3-speed H. D. optional.
¢—4-speed synchro-mesh transmission optional.
□□—Two-speed rear axle available.
♦—Hydramatic available.
‡—4.11 available with optional overdrive.
■—4.11 available with optional overdrive; 3.36 available with optional automatic transmission.
††—V-8 Turbo-Fire 265 or Turbo-Fire 283 engines available.
‡‡—Powerglide or Turboglide optional.
^^—Includes full fuel tank and cooling system.
§§—Includes spare tire, full fuel tank and cooling system.

DIVCO

*****—Front only; rear, 7.50/16S.
†—Front only; rear, 7.50/20S.
^—Front only; rear, 8.25/16S.

FORD

*****—Overdrive and Fordomatic optional.
†—Four-speed transmission, overdrive and Fordomatic optional.
^—Four-speed transmission and Fordomatic optional.
■—Three-speed transmission and Fordomatic optional.

FWD

*****—Model available in c.o.e.

STUDEBAKER

•—Two-speed 5.93-8.10 or 6.48-8.86 optional.

WILLYS

*****—Overdrive optional.

TRACTORS

WHEEL TYPES

Line Number	TRACTOR MAKE AND MODEL	GENERAL: Wheelbase (In.)	GENERAL: Minimum Turning Radius Outside (Ft.)	GENERAL: Ground Clearance (In.)	GENERAL: Shipping Weight with Rubber Tires (Lb.)	GENERAL: TREAD (In.) Minimum	GENERAL: TREAD (In.) Maximum	DRAWBAR: Lateral Adjustment (In.)	DRAWBAR: Height Above Ground (In.)	OVERALL DIMENSIONS: Length (In.)	OVERALL DIMENSIONS: Width (In.)	OVERALL DIMENSIONS: Height—To Highest Point (In.)	WHEELS: Standard Equipment	WHEELS: STEEL Diam. and Face: Front (In.)	WHEELS: STEEL Diam. and Face: Rear (In.)	WHEELS: TIRE SIZE: Front (In.)	WHEELS: TIRE SIZE: Rear (In.)	HP. RATING: Belt	HP. RATING: Drawbar	Nebraska Test Number	Power Take-off	Number of Forward Speeds	Number of Reverse Speeds	Travel Speeds at Normal Governed Engine R.P.M. (M.P.H.) with Standard Wheels: First	Second	Third
1	Allis-Chalmers . . . 1B	57	7	12	2365	40	52		11	97	52	54	RT			5.00/15	9/24	22.87	18.00		Op	3	1	3.50	5.30	10.0
2	B	73	7	21	2060	40	52	22	12	110	52	62	RT			4.00/15	9/24	22.87	19.51	302	Op	3	1	2.75	4.25	6.50
3	CA	81	7	22	3000	52	80	14	14	124	67	76	RT			5.00/15	10/24	26.62	23.55	453	St	4	1	2.00	3.50	4.50
4	Q	68	6	17	1285	36	64	7	13	116	36*	55	RT			4.00/12	6/30	10.91*	9.59*	398		4	1	1.60	2.26	3.57
5	WD-45	88	8	28	4465	56	90	8	(g)	128	74	81	RT			5.50/16	12.00/28	45.27	40.01	499	St	4	1	2.40	3.75	5.00
6	WD-45	88	8	29	4730	55	90	8	(g)	128	74	89	RT			5.50/16	12.00/28	45.42	40.42	563	St	4	1	2.40	3.78	5.03
7	Brockway 49D	76	10	20	3600	48	76	28	16	115	63	62	RT			6.00/16	11/28	35.00	32.00		St	4	1	2.16	3.34	4.71
8	49Q	76	10	20	3600	48	76	28	16	115	63	62	RT			6.00/16	11/28	31.75	28.00		St	4	1	2.16	3.34	4.71
9	49K	76	10	20	3600	48	76	28	16	115	63	62	RT			6.00/16	11/28	27.00	24.00		St	4	1	2.16	3.34	4.71
10	Case 500 Diesel	87				53	80	26	13	144	76	61	RT			7.50/18	14/30			508	Op	4	1	2.61	3.58	4.78
11	400	82	10	17		52	64	20	17	133	66	89	RT			6.00/16	13/30			NT	Op	8	2	1.30	1.80	2.50
12	410	82	10	17		52	64	20	17	133	66	89	RT			6.00/16	13/30			NT	Op	8	2	1.30	1.80	2.50
13	401	91	8			52	108	20	20	133	85	93	RT			6.00/16	12/38			NT		8	2	1.30	1.90	2.60
14	411	91	8			52	108	20	20	133	85	93	RT			6.00/16	12/38			NT		8	2	1.30	1.90	2.60
15	300	75	10	19	3059	48	68	16	12	125	60	56	RT			6.00/16	11/24			NT	Op	4	1	2.40	3.50	4.60
16	301	79	7	22	3439	48	88	16	15	125	79	62	RT			5.50/16	11/28			NT	Op	4	1	2.60	3.80	5.00
17	310	75	10	19	2918	48	68	16	12	125	60	56	RT			6.00/16	11/24			NT	Op	4	1	2.40	3.50	4.60
18	311	79	7	22	3299	48	88	16	15	125	79	62	RT			5.50/16	11/28			NT		4	1	2.60	3.80	5.00
19	600 Diesel	87	11	14	7500	67	67	26	16	144	85	93	RT			7.50/18	15/34			NT	Op	6	1	2.73	3.80	4.78
20	610 LP-Gas	87	11	14	7625	67	67	26	16	144	85	91	RT			7.50/18	15/34			NT	Op	6	1	2.46	3.42	4.26
21	Cockshutt 20	79	7	24	2050	48	76	19	12	114	63	76	RT			5.00/15	10/24	30.45	26.74	474	Op	4	1	2.31	3.50	5.00
22	40	89	12	26	5000	56	84	23	14	134	75	79	RT			6.00/16	12/38	45.59	40.06	442	Op	6	2	1.62	2.75	3.62
23	60G	89	12	26	5860	56	84	23	14	134	78	79	RT			7.50/16	14/34	57.81	51.61	488	Op	6	2	1.62	2.57	3.53
24	60D	89	12	26	5990	56	84	23	14	134	78	79	RT			7.50/16	14/34	53.25	47.16	487	Op	6	2	1.52	2.57	3.53
25	40D4	89	12	26		62	62	23	14	134	75	79	RT			6.00/16	12/38				Op	6	2	1.62	2.75	3.62
26	35 Deluxe	89	12	26	5000	58	58	23	14	134	75	79	RT			6.00/16	11/38				Op	6	2	1.62	2.75	3.62
27	35	89	12	26		58	74	23	16	132	71	89	RT			6.00/16	11/38				Op	6	2	1.85	2.54	3.51
28	Deere, John 60 Orch.	75	13	21	5332	54	58	27	12	125	71	57	RT			6.00/16	14/26			(m)	(f)	6	1	1.60	2.78	3.25
29	520 Row Crop	90	8	24	4960	56	88	8	16	132	86	83	RT			5.50/16	12/36	38.58	34.31	597	Op	6	1	1.50	2.50	3.50
30	620 Row Crop	90	8	25	5860	56	88	8	16	139	88	84	RT			6.00/16	13/38	48.68	44.16	598	Op	6	1	1.50	2.50	3.50
31	620 Standard	80	14	25	6480	62	80	8	16	123	86	81	RT			6.00/16	15/30	48.68	44.16	598	Op	6	1	1.33	2.50	3.33
32	620 Hi Crop	98	16	30	7250	60	90				86		RT			7.50/20	12/38	48.68	44.16	598	Op	6	1	1.50	2.25	3.50
33	720 Row Crop	91	8	25	7100	60	80	8	16	135	86	88	RT			6.00/16	13/38	59.12	53.05	605	Op	6	1	1.33	2.25	3.50
34	720 Standard	82	14	13	7380	62	80	8	16	123	86	87	RT			7.50/18	15/30	59.12	53.05	605	Op	6	1	1.33	2.25	3.50
35	720 Hi Crop	99	16	30	8070	60	90			151	86	101	RT			7.50/20	13/38	59.12	53.05	605	Op	6	1	1.33	2.00	3.33
36	720 Row Crop	91	8	25	6790	60	80	8	16	135	86	88	RT			6.00/16	13/38	58.84	53.66	594	Op	6	1	1.33	2.25	3.50
37	720 Standard	82	14	13	7790	62	80	8	16	123	86	87	RT			7.50/18	15/30	58.84	53.66	594	Op	6	1	1.33	2.25	3.50
38	720 Hi Crop	99	16	30	8070	60	90			151	86	101	RT			7.50/20	13/38	58.84	53.66	594	Op	6	1	1.33	2.00	3.33
39	820 Standard	85	15		8000	64	68	35	20	142	86	81	RT			7.50/18	15/34	67.64	61.76	567	Op	6	1	2.33	3.50	4.50
40	420-H	80		32	3400	54	84	12	(q)	132	72	86	RT			6.50/16	10/38			NT	Op	4	1	1.75	3.42	4.59
41	420-S	70		21	2750	38	54	25	(r)	114	55	73	RT			5.00/15	9/24			NT	St	4	1	1.70	3.33	4.44
42	420-T	82		21	3000	48	96	10	(s)	130	88	76	RT			5.00/15	10/34			NT	St	4	1	1.84	3.61	4.82
43	420-U	77		14	2847	40	58	6	11	119	58	68	RT			5.00/15	10/24			NT	Op	4	1	1.70	3.33	4.44
44	420-V	72		26	3050	46	80	19	(t)	124	74	81	RT			5.00/15	10/34			NT	St	4	1	1.90	3.72	4.97
45	420-W	85		21	3000	48	98	6	16	136	88	74	RT			5.00/15	10/34			NT	Op	4	1	1.90	3.72	4.97
46	320-U	77		11	2750	40	56	6	11	119	55	65	S-R			5.00/15	9/24			NT	Op	4	1	1.70	3.33	4.44
47	320-S	70		21	2650	38	54	25	(r)	115	53	69	S-R			5.00/15	9/24			NT	St	4	1	1.70	3.33	4.44
48	Ferguson TO-35 Std.	72	8	12	2776	48	76	17	Ad	116	63	54	RT			4.00/19	11/28	29.33	23.76	564	St	6	2	1.33	1.99	3.64
49	TO-35 DeLuxe	72	8	12	2797	48	76	17	Ad	116	63	54	RT			4.00/19	11/28	29.33	23.76	564	St	6	2	1.33	1.99	3.64
50	F-40 Std.	81	8	12	3087	48	76	17	Ad	120	63	57	RT			5.50/16	11/28	29.09	23.75	596	St	6	2	1.33	1.99	3.64
51	F-40 Std.	81	8	12	3087	48	76	17	Ad	120	63	57	RT			5.50/16	11/28	29.09	23.75	595	St	6	2	1.33	1.99	3.64
52	F-40 Hi-Clr.	81	8	18	3282	48	82	17	Ad	124	63	63	RT			5.50/16	10/38	29.09	23.75	596	St	6	2	1.45	2.18	3.99
53	F-40 Tricycle	84	8	18	3199	48	76	17	Ad	127	63	63	RT			5.50/16	10/38	28.99	23.75	595	St	6	2	1.45	2.18	3.99
54	F-40 Tricycle	85	8	18	3233	48	76	17	Ad	127	63	63	RT			7.50/10	10/38	28.99	23.75	595	St	6	2	1.45	2.18	3.99
55	Ford NCA620	74	8	20	2462	48	76			115	63	56	NT			5.50/16	10/28	32.45	29.37	NT	N	4	1	3.72	4.79	6.59
56	NCA630	74	8	20	2662	48	76			120	63	56	NT			5.50/16	10/28	32.45	29.37	NT	N	4	1	3.72	4.79	6.59
57	NCA640	74	8	21	2737	52	76	20	12	120	63	56	NT			5.50/16	11/28	32.45	29.37	560	St	4	1	3.81	4.89	6.73
58	NCA650	74	8	21	2825	52	76	20	12	120	63	56	NT			5.50/16	11/28	35.20	29.75	NT	St	5	1	2.39	3.79	5.04
59	NCA660	74	8	21	2812	52	76	20	12	120	63	56	NT			5.50/16	11/28	35.20	29.75	561	St	5	1	2.39	3.79	5.04
60	NDA820	74	8	20	2637	48	76			116	65	55	NT			6.00/16	10/28	46.89	39.80	NT	N	5	1	2.16	3.43	4.58
61	NDA850	74	8	21	2964	52	76	20	13	120	65	57	NT			6.00/16	12/28	46.89	40.18	NT	St	5	1	2.30	3.66	4.87
62	NDA860	74	8	21	2991	52	76	20	13	120	65	57	NT			6.00/16	12/28	46.89	40.18	562	St	5	1	2.30	3.66	4.87
63	NCB740	85	7	27	3118	56	84	20	9	132	71	65	NT			5.50/16	11/28	32.84	29.22	570	St	4	1	3.54	4.55	6.26
64	NDB950	85	7	28	3344	56	84	20	10	132	71	65	NT			5.50/16	12/28	46.76	40.62	NT	St	5	1	2.30	3.66	4.86
65	NDB960	85	7	28	3317	56	84	20	10	132	71	65	NT			5.50/16	12/28	46.76	40.62	569	St	5	1	2.30	3.66	4.86
66	NAA	73	8	21	2550	48	76	20	11	118	64	57	NT			4.00/19	10/28	32.41	26.82	494	St	4	1	3.58	4.60	6.33
67	Friday Tractor 048	79	12	12	3580	57	57	26	16	127	75	65	RT			6.00/16	13/24	46.00	34.63		Op	10	2	1.90	2.80	3.40
68	International W-400	82			5940	51	66	18	Ad	130	76	93	S-R			6.50/18	14/30			533	Op	5	1	2.42	3.72	4.67
69	W-400D	82			6260	51	66	18	Ad	130	76	92	S-R			6.50/18	14/30			535	Op	5	1	2.42	3.72	4.67
70	Cub Lo-Boy	62		14	1590	40	56	23	Ad	97	48*	55	RT			4.00/12	7/24			NT	Op	3	1	2.30	3.10	6.90
71	300	75		21	4140	48	76	26	Ad	123	64*	58	RT			5.50/16	10/28			539	Op	5	1	2.60	3.97	5.38
72	600-D	83			6660	52	66	18	Ad	137	86	87	S-R			7.50/18	14/34			NT		5	1	2.40	3.20	4.50
73	Massey- 44 Sp. Std.	88	12	13		58	58	19	10	136	73	75	RT			7.50/16	13/30	50.29	45.85	510	Op	5	1	2.43	3.42	4.26
74	Harris 44 Sp. RT	86	9	16		57	88	19	12	134	79	80	RT			6.50/16	11/38	50.29	45.85	510	Op	5	1	2.66	3.74	4.66
75	44 Sp. RS	87	9	16		57	88	19	12	134	79	79	RT			9.00/10	11/38	50.29	45.85	510	Op	5	1	2.66	3.74	4.66
76	44 Sp. HA	99	13	16		57	88	19	12	147	79	79	RT			6.50/16	11/38	50.29	45.85	510	Op	5	1	2.66	3.74	4.66
77	33 Std.	86	12	12		54	54	19	11	135	66	75	RT	28x4½	48x12	5.50/16	12/28	40.43	37.31	509	Op	5	1	2.43	3.42	4.26
78	33 RT	88	9	15		52	88	19	12	134	79	80	RT	22x4	54x11	5.50/16	11/38	40.43	37.31	509	Op	5	1	2.67	3.73	4.66
79	33 RS	88	9	16		52	88	19	11	135	79	80	RT			9.00/10	11/38	40.43	37.31	509	Op	5	1			
80	33 HA	100	13	16		52	88	19	11	147	79	80	RT	28x4½	54x11	5.50/16	11/38	40.43	37.31	509	Op	5	1			
81	55 Std.	88	12	12		57	57	23	15	145	72	83	RT	30x5	54x12	7.50/18	15/34	68.20	60.45	455	Op	4	1	2.98	4.22	5.22
82	50 Std.	81	8	12	3082	48	76	17	Ad	120	63	57	RT			5.50/16	11/28	28.99	23.75	595	St	6	2	1.33	1.99	3.64
83	50 Hi Clearance	81	8	18	3290	48	82	17	Ad	124	63	63	RT			5.50/16	10/38	28.99	23.75	595	St	6	2	1.45	2.18	3.99
84	50 Tricycle	85	8	18	3229	48	76	17	Ad	127	63	63	RT			7.50/10	10/38	28.99	23.75	595	St	6	2	1.45	2.18	3.99

For references and abbreviations see pages 102 and 103

TRACTORS

WHEEL TYPES

Travel Speeds at Normal Governed Engine R.P.M. with Standard Wheels				ENGINE							FUEL										BELT PULLEY				CAPACITIES							
Fourth	Fifth	Sixth	Reverse	Make and Model	Number of Cylinders—Bore and Stroke (In.)	Piston Disp. (Cu. In.)	R.P.M. at Governed Speed	Valve Arrangement	Number of Main Bearings	Diameter of Main Bearings	Standard	Optional	Ignition—Make	Carburetor or Injector Pump—Make	Air Cleaner—Make	Governor—Make	Oiling System—Make	Cooling System—Type	Clutch—Make and Type	Final Drive—Type	Diameter (In.)	Face (In.)	Normal R.P.M.	Steering Type	Cooling System (Gal.)	Fuel Tank (Gal.)	Crankcase (Qts.)	Transmission (Qts.)	Final Drive Case (Qts.)	Starting Method	Line Number
.....	.....	.....	3.80	Own 1B	4-3½x3½	125	1500	I	3	2¼	G	.....	FM	Zen	Don	Own	P	Pu	Rac SP	SG	8	8½	1130	FK	2	13	4	7	4½	Ele	1
.....	.....	.....	3.00	Own B	4-3½x3½	125	1500	I	3	2¼	G,D	.....	FM	Zen	Don	Own	P	Pu	Rac SP	SG	8	8½	1130	FK	2	13	4	8	11¼	Ele	2
11.25	.....	.....	3.50	Own CE	4-3½x3½	125	1650	I	3	2¼	G	K	DR	Zen	Don	Own	P	Pu	Rac SP	SG	8	8½	1220		2	13	4	8½	11½	Ele	3
6.91	.....	.....	1.96	Cont N62	4-2⅝x3½	62	1800	L	2	2	G	.....	DR	Mar	Don	Cont	P	TS	Roc SP		6	4	1950	FK	1½	5	3½	8	.....	Ele	4
11.25	.....	.....	3.00	Own WD	4-4x4½	226	1400	I	3	2½	G,D	.....	DR	Zen	Uni	Own	P	Pu	Rac SP	SG	9	6½	1260	WS	3½	15	6	17	15¼	Ele	5
11.25	.....	.....	3.17	Bu	6-3½x4½	230	1825	I	7	2½	O	.....	Bu	Uni	Bu	P	Pu	Roc	SP₆	SG	9	6½	1463	WS	4¼	15	6	17	11¾	Ele	6
12.00	.....	.....	1.22	ContGD157	4-3⅝x4⅜	157	2000	I	3	2⅝	O	.....	AL	Bos	Don	.....	P	TS	Rac SP	CH	8½	8¼	1650	FK	5	12½	5	14	4	Ele	7
5.00	.....	.....	1.69	Cont F162	4-3½x4⅜	162	2400	I	3	2½	G	.....	AL	Mar	Don	.....	P	TS	Rac SP	CH	8½	8¼	1800	FK	5	12½	5	14	4	Ele	8
15.00	.....	.....	1.69	Cont F162	4-3x4⅜	162	2400	I	3	2½	K	.....	AL	Mar	Don	.....	P	TS	Rac SP	CH	8½	8¼	1800	FK	5	12½	5	14	112	Ele	9
9.89	.....	.....	2.87	Own 500	6-4x5	377	1350	I	7	3	O	.....	.....	Bos	Don	Bos	P	Pu	Own SP	CH	13	8¾	956	FK	14	30	14	83	.....	Ele	10
3.70	4.60	▲▲	▲▲	Own	4-4x5	251	1450	I	5		O	.....	AL	Bos	Don	Own	P	Pu	SP	SG	10½	7½	1128	FK	7½	21	9	60	.....	Ele	11
3.70	4.60	▲▲	▲▲	Own	4-4x5	251	1450	I	5		G	D,L,P	AL	Mar	Don	Own	P	Pu	SP	SG	10½	7½	1128	FK	7½	21	9	60	.....	Ele	12
3.70	4.70	◆◆	◆◆	Own	4-4x5	251	1450	I	5		O	.....	AL	Bos	Don	Own	P	Pu	SP	SG	10½	7½	1128	FK	7½	21	9	60	.....	Ele	13
3.70	4.70	◆◆	◆◆	Own	4-4x5	251	1450	I	5		G	D,LP	AL	Mar	Don	Own	P	Pu	SP	SG	10½	7½	1128	FK	7½	21	9	60	.....	Ele	14
11.30	.....	.....	2.80	ContGD157	4-3⅝x4⅜	157	1750	I	3	2⅝	O	.....	.....	Bos	Don	Cont	P	Pu	Spl	SP	SG	10¼	6	1190	SA	3	13	5	13	.....	Ele	15
12.40	.....	.....	3.10	ContGD157	4-3⅝x4⅜	157	1750	I	3	2⅝	O	.....	.....	Bos	Don	Cont	P	Pu	Spl	SP	SG	10¼	6	1190	SA	3	13	5	24	.....	Ele	16
11.30	.....	.....	2.80	Own G148	4-3⅝x4⅛	148	1750	I	3	2¼	G	D	AL	Mar	Don	Own	P	Pu	Spl	SP	SG	10¼	6	1190	SA	3	13	4	13	.....	Ele	17
12.40	.....	.....	3.10	Own G148	4-3⅝x4⅛	148	1750	I	3	2¼	G	D	AL	Mar	Don	Own	P	Pu	Spl	SP	SG	10¼	6	1190	SA	3	13	4	24	.....	Ele	18
5.83	7.12	13.85	3.20	Own 600	6-4x5	377	1500	I	7	3	O	LP	.....	Bos	Don	Bos	P	Pu	Own	CH	13½	8¼	944	FK	14	30	14	72	.....	Ele	19
5.24	6.42	12.47	2.87	Own 610	6-4x5	377	1350	I	7	3	O	LP	Own	Ens	Don	Own	P	Pu	Own	CH	13½	8¼	850	FK	14	34	14	72	.....	Ele	20
12.50	.....	.....	3.00	Cont F140	4-3⅛x4⅜	140	1800	L	3	2¼	G	D	AL	Mar	Don	Novi	P	Pu	BB SP	SG	10	6½	1160	SF	3	12½	4	8	113	Ele	21
4.50	6.25	10.50	(e)	Bu 6B230	6-3⅞x4½	229	1650	I	7	2½	G	O,D,LP	AL	Zen	Don	Novi	P	Pu	BB SP	SG	12	8½	1000	SF	4½	21	6	40	**	Ele	22
4.32	5.95	9.85	(e)	Bu 6B273	6-3⅞x4½	273	1650	I	7	2½	G		AL	Zen	Don	Novi	P	Pu	BB SP	SG	12	8½	1000	DFS	4½	21	6	40	**	Ele	23
4.32	5.95	9.85	(e)	Bu 6DA273	6-3⅞x4½	273	1650	I	7	2½	O	.....	.....	Bos	Don	Bos	P	Pu	BB SP	SG	12	8½	1000	DFS	4½	21	6	40	**	Ele	24
4.50	6.25	10.50	(e)	Per L4	4-4½x4⅜	269	1650	I	3	3	O	.....	.....	.....	Don	.....	P	Pu	BB SP	SG	12	8½	1000	FK	3¾	21	8½	40	.....	Ele	25
4.50	6.25	10.50	(e)	Own	4-3⅞x4½	198	1650	I	5	2½	G	.....	AL	Zen	Don	Novi	P	Pu	BB SP	SG	12	8½	1000	FK	4¾	21	5	40	.....	Ele	26
4.85	7.05	13.40	(v)	Own	4-3⅞x4½	198	1650	I	5	2½	G	.....	AL	Zen	Don	Novi	P	Pu	BB SP	SG	10	8¼	1200	DFS	4½	21	4¾	26	**	Ele	27
4.50	6.50	11.25	2.75	Own 80	2-5½x6¾	321	975	I	2	2⅝	G	K,D	DR	Mar	Don	Own	P	Pu	Own MD	SG	12½	7⅝	975	SA	8¼	20	8	34	.....	Ele	28
4.50	5.75	10.00	2.50	Own 520	2-4½x5½	190	1375	I	2	2¼	G	LP,D	DR	Mar	Don	Own	P	Pu	Own MD	SG	9½	7¼	1325	FK	4½	18	7	16	.....	Ele	29
4.50	6.50	11.50	3.00	Own 620	2-5½x6⅝	303	1125	I	2	2¾	G	LP,D	DR	Mar	Don	Own	P	Pu	Own MD	SG	12½	7⅝	1125	FK	6½	20½	8	24	.....	Ele	30
4.25	6.00	10.50	2.25	Own 620	2-5½x6⅝	303	1125	I	2	2¾	G	LP,D	DR	Mar	Don	Own	P	Pu	Own MD	SG	12½	7⅝	1125	SA	6½	20½	8	24	.....	Ele	31
4.50	5.75	11.33	3.00	Own 620	2-5½x6⅝	303	1125	I	2	2¾	G	LP,D	DR	Mar	Don	Own	P	Pu	Own MD	CH	12½	7⅝	1125	DA	6½	20½	8	24	11¾	Ele	32
4.33	5.75	11.25	3.33	Own 720	2-6x6⅝	361	1125	I	2	3¼	G	LP,D	DR	Mar	Don	Own	P	Pu	Own MD	SG	9½	7¼	1325	FK	7½	26	12	32	.....	Ele	33
4.33	5.50	11.00	3.25	Own 720	2-6x6⅝	361	1125	I	2	3¼	G	LP,D	DR	Mar	Don	Own	P	Pu	Own MD	SG	9½	7¼	1125	SA	7½	26	12	32	.....	Ele	34
4.25	5.33	10.50	3.25	Own 720	2-6x6⅝	361	1125	I	2	3¼	G	LP,D	DR	Mar	Don	Own	P	Pu	Own MD	CH	9½	7¼	1125	DA	7½	26	12	32	11¾	Ele	35
4.33	5.75	11.25	3.33	Own 720	2-6½x6⅝	376	1125	I	3	5	O	.....	.....	B-S	Don	Own	P	Pu	Own MD	SG	9½	7¼	1125	FK	7	20	11	8	.....	GS	36
4.33	5.50	11.00	3.25	Own 720	2-6½x6⅝	376	1125	I	3	5	O	.....	.....	B-S	Don	Own	P	Pu	Own MD	SG	9½	7¼	1125	SA	7	20	11	8	.....	GS	37
4.25	5.33	10.50	3.25	Own 720	2-6½x6⅝	376	1125	I	3	5	O	.....	.....	B-S	Don	Own	P	Pu	Own MD	CH	9½	7¼	1125	DA	7	20	11	8	11¾	GS	38
5.33	6.75	12.25	2.50	Own 820	2-6½x8	471	1125	I	3	4½	O	.....	.....	B-S	Don	Own	P	Pu	Own MD	SG	12⅜	9	1125	SA	8¼	32½	14	13	.....	GS	39
11.30	.....	.....	2.54	Own 420	2-4¼x4	113	1850	I	2	2½	G	TF	DR	Mar	Don	Own	P	Pu	Au SP	SG	9⅞	6¾	1270	DA	2¾	10½	5	6½	11 ¾	Ele	40
10.94	.....	.....	2.47	Own 420	2-4¼x4	113	1850	I	2	2½	G	TF	DR	Mar	Don	Own	P	Pu	Au SP	SG	9⅞	6¾	1270	DA	2¾	10½	5	6½	11¼	Ele	41
11.90	.....	.....	2.68	Own 420	2-4¼x4	113	1850	I	2	2½	G	TF	DR	Mar	Don	Own	P	Pu	Au SP	SG	9⅞	6¾	1270	DF	2¾	10½	5	7½	112	Ele	42
10.94	.....	.....	2.47	Own 420	2-4¼x4	113	1850	I	2	2½	G	TF	DR	Mar	Don	Own	P	Pu	Au SP	SG	9⅞	6¾	1270	DA	2¾	10½	5	6½	11¼	Ele	43
12.25	.....	.....	2.76	Own 420	2-4¼x4	113	1850	I	2	2½	G	TF	DR	Mar	Don	Own	P	Pu	Au SP	SG	9⅞	6¾	1270	DA	2¾	10½	5	6½	11¼	Ele	44
12.25	.....	.....	2.76	Own 420	2-4¼x4	113	1850	I	2	2½	G	TF	DR	Mar	Don	Own	P	Pu	Au SP	SG	9⅞	6¾	1270	DA	2¾	10½	5	7½	11¾	Ele	45
10.94	.....	.....	2.47	Own 320	2-4x4	101	1650	I	2	2½	G	TF	DR	Mar	Don	Own	P	TS	Au SP	SG	9⅞	6¾	1246	DA	3½	10½	5	6½	11¼	Ele	46
10.94	.....	.....	2.47	Own 320	2-4x4	101	1650	I	2	2½	G	TF	DR	Mar	Don	Own	P	TS	Au SP	SG	9⅞	6¾	1246	DA	3½	10½	5	6½	11¾	Ele	47
5.32	7.96	14.57	■■	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	.....	Don	Novi	P	Pu	Roc SP	SB	9	6	1358	DA	2¼	14	5	32	.....	Ele	48
5.32	7.96	14.57	■■	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Au DSP	SB	9	6	1358	DA	2¼	14	5	32	.....	Ele	49
5.32	7.96	14.57	■■	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Roc SP		9	6½	1358	Ad	2¼	17	5	32	.....	Ele	50
5.32	7.96	14.57	■■	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Au DSP	SB	9	6½	1358	Ad	2¼	17	5	32	.....	Ele	51
5.80	8.71	15.98	▲▲	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Au DSP	SB	9	6½	1358	Ad	2¼	17	5	32	.....	Ele	52
5.80	8.71	15.98	▲▲	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Au DSP	SB	9	6½	1358	SA	2¼	17	5	32	.....	Ele	53
5.80	8.71	15.98	▲▲	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Au DSP	SB	9	6½	1358	FO	2¼	17	5	32	.....	Ele	54
13.74	.....	.....	4.08	Own EAE	4-3⅛x3⅜	134	2000	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	.....	.....	.....	DA	3¾	11	4	6½	8	Ele	55
13.74	.....	.....	4.08	Own EAE	4-3⅛x3⅜	134	2000	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	.....	.....	.....	DA	3¾	11	4	6½	8	Ele	56
14.06	.....	.....	4.17	Own EAE	4-3⅛x3⅜	134	2000	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	9	6½	1358	DA	3¾	11	4	6½	8	Ele	57
6.96	12.38	.....	4.07	Own EAE	4-3⅛x3⅜	134	2000	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	9	6½	1279	DA	3¾	11	4	6½	8	Ele	58
6.96	12.38	.....	4.07	Own EAE	4-3⅛x3⅜	134	2000	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo DP	IG	9	6½	1279	DA	3¾	11	4	6½	8	Ele	59
6.30	11.21	.....	3.68	Own EAF	4-3⅜x3⅜	172	2200	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	.....	.....	.....	DA	3¾	11	4	8½	11½	Ele	60
6.72	11.96	.....	3.93	Own EAF	4-3⅜x3⅜	172	2200	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	9	6½	1279	DA	3¾	14	4	8½	11½	Ele	61
6.72	11.96	.....	3.93	Own EAF	4-3⅜x3⅜	172	2200	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo DP	IG	9	6½	1279	DA	3¾	14	4	8½	11½	Ele	62
13.06	.....	.....	3.87	Own EAE	4-3⅛x3⅜	134	2000	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	9	6½	1358	SA	3¾	14	4	8½	9½	Ele	63
6.71	11.95	.....	3.93	Own EAF	4-3⅜x3⅜	172	2200	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	9	6½	1279	SA	3¾	14	4	8½	9½	Ele	64
6.71	11.95	.....	3.93	Own EAF	4-3⅜x3⅜	172	2200	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo DP	IG	9	6½	1279	SA	3¾	14	4	8½	9½	Ele	65
13.20	.....	.....	3.94	Own EAE	4-3⅛x3⅜	134	2000	I	3	2½	G	K	Own	Mar	HH	Novi	P	Pu	Lo SP	IG	9	6	1358	DA	3¾	11	5	5	9	Ele	66
5.10	6.40	9.20	2.80	Chr Ind 30	6-3⅛x4⅝	230	1800	L	4	2½	G	.....	AL	Car	Uni	Pie	P	Pu	BB SP	Hel	8¾	6¾	1025	FK	5	18½	5	5	6	Ele	67
6.49	16.15	.....	3.22	Own C264	4-4x5½	264	1450	I	3		G	D,K	.....	Own	Don	Own	P	Pu	O-R SP	SG	11	7½	899	CL	6¾	18	8	48	.....	Ele	68
6.49	16.15	.....	3.22	Own D264	4-4x5½	264	1450	I	5		O	.....	.....	Own	Don	Own	P	Pu	O-R SP	SG	11	7½	899	CL	7¼	18	9	48	.....	Ele	69
.....	.....	.....	2.60	Own C60	4-2⅝x2¾	60	1800	L	3		G	.....	.....	Own	Don	Own	P	TS	R-A SP	SG	9	4¼	1485	WG	2½	7½	3	2	11¾	.....	70
6.86	16.74	.....	3.24	Own C169	4-3⅞x4¼	169	2000	I	3		G	.....	.....	Own	Don	Own	P	Pu	O-R SP	SG	11	7½	1082	CL	4½	11½	6	28	.....	Ele	71
5.50	15.80	.....	2.90	Own D264	4-4½x5½	350	1500	I	6		O	.....	.....	Own	Don	Own	P	Pu	O-R SP		14	8½	707	CL	9½	35	11	40	.....	Ele	72
5.95	11.94	.....	2.76	Own H277	4-4x5½	277	1350	I	3	2⅜	G	D,LP,O	AL	Zen	Don	Own	P	Pu	BB SP	SG	13½	6½	3050	WS	22	23	7	48	**	Ele	73
6.52	13.07	.....	3.02	Own H277	4-4x5½	277	1350	I	3	2⅜	G	D,LP,O	AL	Zen	Don	Own	P	Pu	BB SP	SG	13½	6½	3050	WS	22	23	7	48	**	Ele	74
6.52	13.07	.....	3.02	Own H277	4-4x5½	277	1350	I	3	2⅜	G	D,LP,O	AL	Zen	Don	Own	P	Pu	BB SP	SG	13½	6½	3050	WS	22	23	7	48	**	Ele	75
6.52	13.07	.....	3.02	Own H277	4-4x5½	277	1350	I	3	2⅜	G	D,LP,O	AL	Zen	Don	Own	P	Pu	BB SP	SG	13½	6½	3050	WS	22	23	7	48	**	Ele	76
5.95	11.94	.....	2.76	Own E201	4-3⅝x4⅜	201	1500	I	3	2⅝	G	D,O	AL	Mar	Don	Own	P	Pu	BB SP	SG	13½	6½	3146	WS	18	19	7	48	**	Ele	77
6.53	13.06	.....	3.03	Own E201	4-3⅝x4⅜	201	1500	I	3	2⅝	G	D,O	AL	Mar	Don	Own	P	Pu	BB SP	SG	13½	6½	3146	WS	18	19	7	48	**	Ele	78
.....	.....	.....	.....	Own E201	4-3⅝x4⅜	201	1500	I	3	2⅝	G	D,O	AL	Mar	Don	Own	P	Pu	BB SP	SG	13½	6½	3146	WS	18	19	7	48	**	Ele	79
.....	.....	.....	.....	Own E201	4-3⅝x4⅜	201	1500	I	3	2⅝	G	D,O	AL	Mar	Don	Own	P	Pu	BB SP	SG	13½	6½	3146	WS	18	19	7	48	**	Ele	80
12.07	.....	.....	2.54	Own J382	4-4½x6	382	1350	I	3	3¼	G	D,LP,O	AL	Zen	Don	Own	P	Pu	BB SP	SG	16	8½	3098	CL	26	27½	9	60	**	Ele	81
5.32	7.96	14.57	■■	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Rac SP	SB	9	6½	1358	Ad	2¼	17	5	32	.....	Ele	82
5.80	8.71	15.98	▲▲	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Au DSP	SB	9	6½	1358	Ad	2¼	17	5	32	.....	Ele	83
5.80	8.71	15.98	▲▲	Cont Z134	4-3⅛x3⅞	134	2000	I	3	2¼	G	.....	DR	M-C	Don	Novi	P	Pu	Au DSP	SB	9	6½	1358	FO	2¼	17	5	32	.....	Ele	84

For references and abbreviations see pages 102 and 103

TRACTORS

Line Number	TRACTOR MAKE AND MODEL	GENERAL: Wheelbase (In.)	Minimum Turning Radius Outside (Ft.)	Ground Clearance (In.)	Shipping Weight with Rubber Tires (Lb.)	TREAD (In.): Minimum	TREAD (In.): Maximum	DRAWBAR: Lateral Adjustment (In.)	DRAWBAR: Height Above Ground (In.)	OVERALL DIMENSIONS: Length (In.)	OVERALL DIMENSIONS: Width (In.)	OVERALL DIMENSIONS: Height—To Highest Point (In.)	WHEELS: Standard Equipment	STEEL Diam. and Face: Front (In.)	STEEL Diam. and Face: Rear (In.)	TIRE SIZE: Front (In.)	TIRE SIZE: Rear (In.)	HP. RATING: Belt	HP. RATING: Drawbar	Nebraska Test Number	Power Take-off	Number of Forward Speeds	Number of Reverse Speeds	Travel Speeds at Normal Governed Engine R.P.M. (M.P.H.) with Standard Wheels: First	Second	Third
	Massey-Harris (Cont'd)																									
1	.50 Tricycle	84	8	18⅛	3195	48	76	17	Ad	127	63½	63¼	RT			5.50/18	10/38	28.99	23.75	595	St	6	2	1.45	2.18	3.99
2	.50 Utility	81	8	12⅝	3100	48	76	17	Ad	120	63½	57	RT			6.00/16	11/26	28.99	23.75	595	St	6	2	1.33	1.99	3.64
3	.50 Standard	81	8	12⅝	3100	48	76	17	Ad	120	63½	57	RT			5.50/16	11/26	28.99	23.75	595	St	6	2	1.33	1.99	3.64
4	.333 Std.	87½	9	18	4030	57¾	57¾	19¼	Ad	138½	72	81½	RT			6.50/16	12/28	37.00	30.40	NT	Op	5	1	1.43	2.16	2.87
5	.333 RT	88½	9	18	4202	56	88	19¼	Ad	140½	76	84½	RT			6.50/16	11/38	37.00	30.40	NT	Op	5	1	1.43	2.16	2.87
6	.333 RS	86¾	9	18	4041	56	88	19¼	Ad	136½	76	83½	RT			9.00/10	11/38	37.00	30.40	NT	Op	5	1	1.43	2.16	2.87
7	.333 HA	99½	9	18	4422	56	88	19¼	Ad	150½	76	84¾	RT			6.50/16	11/38	37.00	30.40	NT	Op	5	1	1.43	2.16	2.87
8	.444 Std.	87½	8½	17	5364	57¾	57¾	19¼	Ad	138½	72	82¼	RT			7.50/16	13/30	42.90	34.60	NT	Op	5	1	1.43	2.16	2.87
9	.444 RT	88½	8½	17	5258	56	88	19¼	Ad	140½	76	85¼	RT			6.50/16	12/38	42.90	34.60	NT	Op	5	1	1.43	2.16	2.87
10	.444 RS	86¾	8½	17	5097	56	88	19¼	Ad	136½	76	84½	RT			9.00/10	12/38	42.90	34.60	NT	Op	5	1	1.43	2.16	2.87
11	.444 HA	99½	8½	17	5478	56	88	19¼	Ad	150½	76	86¼	RT			6.50/16	12/38	42.90	34.60	NT	Op	5	1	1.43	2.16	2.87
12	.555 Std.	87½	17	12⅛	7631	57¾	57¾	30¼	18	145¾	72½	83¼	S-R	30x5	54x12	7.50/18	14/34	57.97	45.30	NT	Op	4	1	2.96	4.22	5.22
13	.555 Rice	90	17	12⅛		70	70	30¼	16¾		91½	85¾	S-R	30x5	54x12	7.50/18	18/26	57.97	45.30	NT	Op	4	1	2.96	4.22	5.22
14	.555 West. Spl.	90	17	12⅛		70	70	30¼	12½		89¼	84½	S-R	30x5	54x12	7.50/18	18/26	57.97	45.30	NT	Op	4	1	2.96	4.22	5.22
15	M-H-F .202 Ind.	75	8	13	2645	48	76			113	63½	55	RT			6.00/16	11/28			NT	St	6	2	1.23	1.84	3.37
16	.202 Std. Ind.	75	8	13	2860	48	76	17	Ad	119¼	63½	55	RT			6.00/16	11/28			NT	St	6	2	1.23	1.84	3.37
	McCormick																									
17	.Farmall Cub	69		20½	1590	40	56	23	Ad	99	48*	76	RT			4.00/12	8/24			575	Op	3	1	2.40	3.20	7.30
18	.Farmall 100	71		22	2710	40	70	19	Ad	107	56*	82	RT			5.00/15	9/24			537	Op	4	1	2.30	3.70	4.80
19	Farmall 100-HC	71		27	2860	44	68	19	Ad	115	60½*	88	RT			4.00/19	9/36			NT	Op	4	1	3.00	4.80	6.40
20	.Farmall 200	82		23*	3310	6½	100		Ad	123	80½*	85	RT			5.00/15	10/36			536	Op	4	1	2.40	3.90	5.10
21	.Farmall 300	92		19*	5500	8	105	26	Ad	136	75½	86	Op			5.50/16	11/38			573	Op	5	1	2.60	3.82	5.15
22	Farmall 300-HC	94		30	5500	60	84	30	Ad	149	86	95	RT			6.00/20	11/38			NT	Op	5	1	2.40	3.67	4.96
23	.Farmall 400	96		22½*	6220	8½	106	26	Ad	141	84½*	95	Op			6.00/16	12/38			571	Op	5	1	2.80	3.85	4.82
24	Farmall 400-D	96		22½*	6640	8½	106	26	Ad	141	84½*	94	Op			6.00/16	12/38			534	Op	5	1	2.50	3.85	4.82
25	Farmall 400-HC	101		24	6580	60	84	30	Ad	155	86*	107	RT			6.00/20	13/38			NT	Op	5	1	2.52	3.88	4.87
26	Farmall 400-DHC	101		24	6990	60	84	30	Ad	155	86*	106	RT			6.00/20	13/38			NT	Op	5	1	2.52	3.88	4.87
	Minneapolis-Moline																									
27	.335 Utility	79	10½	18	3070	48	76	19¼	Ad	113½	58¾	58½	RT			5.50/16	10/24	35.00	30.00	NT	Op	5	1	2.55	3.91	5.98
28	.445 Utility	81½		20	3450	56	84	22¾	Ad	120½	68	60½	RT			5.50/16	11/28	44.00	40.00	579	Op	5	1	2.61	3.99	6.08
29	.445 Type U	86		25½	3530	56	88	25¼	Ad	130	82¼	67½	RT			5.50/16	11/38	44.00	40.00	578	Op	5	1	2.78	4.26	6.48
30	.445 Type E	93½		22½	3830	56	88	25¼	Ad	137½	82¼	68¾	RT			5.50/16	11/38	44.00	40.00	578	Op	5	1	2.78	4.26	6.48
31	.445 Type N	86		25½	3650	56	88	25¼	Ad	128	82¼	67	RT			7.50/10	11/38	44.00	40.00	578	Op	5	1	2.78	4.26	6.48
32	.UBU Special	87½	8¼	25	5350	54½	84½	22	Ad	133	83½	79	RT			6.00/16	12/38	50.38	45.43	520	Op	5	1	2.60	3.60	4.20
33	.UBE Special	96½	10½	20	5550	54½	84½	22	Ad	141	83½	79	RT			6.00/16	12/38	50.38	45.43	520	Op	5	1	2.60	3.60	4.20
34	.UBN Special	87½	8½	25	5250	54½	84½	22	Ad	133	83½	79	RT			9.00/10	12/38	50.38	45.38	520	Op	5	1	2.60	3.60	4.20
35	.UBUD Special	87½	8½	25	5450	54½	84½	22	Ad	133	83½	79	RT			6.00/16	12/38	45.00	40.00	NT	Op	5	1	2.60	3.60	4.20
36	.UBED Special	96½	10½	20	5800	54½	84½	22	Ad	141	83½	79	RT			6.00/16	12/38	45.00	40.00	NT	Op	5	1	2.60	3.60	4.20
37	.UBND Special	87½	8¼	25	5450	54½	84½	22	Ad	133	83½	79	RT			9.00/10	12/38	45.00	40.00	NT	Op	5	1	2.60	3.60	4.20
38	.UTS Special	79½	12	12¼	5385	57	62¾	22	Ad	126½	71	71	RT			6.00/16	12/38	50.38	45.43	411	Op	5	1	2.60	3.60	4.20
39	.UTSD Special	79½	12	12¼	5660	57	62¾	22	Ad	126½	71	71	RT			6.00/16	12/38	45.00	40.00	NT	Op	5	1	2.60	3.60	4.20
40	.GB	82½	14	14⅝	6525	66	66	25	16½	137	83	72½	RT			7.50/16	15/34	70.00	61.00	547	Op	5	1	2.70	3.80	4.40
41	.GBD	96	16½	14⅝	7400	66	66	25	16½	151⅝	83	72½	RT			7.50/18	15/34	84.00	56.00	568	Op	5	1	2.70	3.80	4.40
42	UTI Industrial	79½	16	17⅝	6010	66½	70½	15	16¼	127⅝	84½	74¾	RT			8.25/20	15/26	50.38	45.43	NT	Op	5	1	2.40	3.50	4.00
43	UTID Industrial	79½	16	17⅝	6310	66½	70½	15	16¼	127⅝	84½	74¾	RT			8.25/20	15/26	45.00	40.00	NT	Op	5	1	2.40	3.50	4.00
44	UTIL Industrial	88	17	17⅝	6310	66½	70½	15	16¼	136	84½	74¾	RT			8.25/20	15/26	50.38	45.43	NT	Op	6	**	2.40	3.50	4.00
45	UTILD Industrial	88	17	17⅝	6610	66½	70½	15	16¼	136	84½	74¾	RT			8.25/20	15/26	45.00	40.00	NT	Op	6	**	2.40	3.50	4.00
46	Oliver Super 55 HC	73½	10	14½	3050	48	76	20	Ad	120	66¾	53	RT			5.50/16	10/28	35.88	30.75	524	Op	6	2	1.48	1.97	3.05
47	Super 55 D	73½	10	14½	3200	48	76	20	Ad	120	66¾	53	RT			5.50/16	10/28	34.09	28.97	526	Op	6	2	1.48	1.97	3.05
48	RC Super 66 HC	86	8¾	18⅛	3686	60	88	20½	Ad	134	80½	73½	RT			5.50/15	9/38	35.54	29.60	541	Op	6	2	1.88	2.72	3.25
49	RC Super 66 D	86	8¾	18⅛	3926	60	88	20½	Ad	134	80½	73½	RT			5.50/15	9/38	35.43	29.09	544	Op	6	2	1.88	2.72	3.25
50	RC Super 77 HC	90	9¼	18⅛	4226	60	92½	20¾	Ad	139¼	80½	75*	RT			5.50/16	11/38	46.18	40.16	542	Op	6	2	2.46	3.24	4.29
51	Std. Super 77 HC	90	12½	18⅛	4175	60	92½	20¾	Ad	139¼	80¼	75	RT			7.50/16	11/38	46.18	40.16	542	Op	6	2	2.46	3.24	4.29
52	Ind. Super 77 HC	81¼	12½	13½		52½	69½	20¾	Ad	133	70¾	70*	RT			7.00/20	12.00/24			NT	Op	6	2	2.03	2.67	3.54
53	RC Super 77 D	90	9¼	18⅛	4346	60	92½	20¾	Ad	139¼	80¼	75	RT			5.50/16	11/38	45.94	40.04	543	Op	6	2	2.46	3.24	4.29
54	Std. Super 77 D	90	12½	18⅛	4367	60	92½	20¾	Ad	139½	80¼	75	RT			7.50/16	11/38	45.94	40.04	543	Op	6	2	2.46	3.24	4.29
55	Ind. Super 77 D	81¼	12½	13½		52½	69½	20¾	Ad	133	78¾	70*	RT			7.00/20	12.00/24			NT	Op	6	2	2.03	2.67	3.54
56	RC Super 88 HC	93	9¾	18½	4920	60	92½	20¾	Ad	143	80¼	75*	RT			6.00/16	12/38	58.08	49.81	525	Op	6	2	2.50	3.24	4.31
57	Std. Super 88 HC	93	12½	18½	5040	60	92½	20½	Ad	143	80¼	75	RT			7.50/16	12/38	58.08	49.81	525	Op	6	2	2.50	3.24	4.31
58	Ind. Super 88 HC	82	12½	12½		54	71	20½	Ad	135	81½	70¾*	RT			7.00/20	13.00/24			NT	Op	6	2	2.01	2.63	3.46
59	RC Super 88 D	93	9¾	18½	5020	60	92½	20¾	Ad	143	80¼	75*	RT			6.00/16	12/38	55.63	49.58	527	Op	6	2	2.50	3.24	4.31
60	Std. Super 88 D	93	12½	18½	5372	60	92½	20½	Ad	143	80¼	75	RT			7.50/16	12/38	58.08	49.58	527	Op	6	2	2.50	3.24	4.31
61	Ind. Super 88 D	82	12½	11⅛		54	71	20½	Ad	135	81½	70¾*	RT			7.00/20	13.00/24			NT	Op	6	2	2.01	2.63	3.46
62	.Super 99 HC	80	10⅛	12	6800	62		20	Ad	136	76	80	RT			7.50/18	14/34			NT	Op	6	2	2.39	3.14	4.24
63	Super 99 D	80	10⅛	12	6800	62		20	Ad	136	76	90	RT			7.50/18	14/34	65.01	60.90	557	Op	6	2	2.39	3.14	4.24
64	Super 99 GM	80	10⅛	12	7600	62	62	37½	Ad	136	85¾	71	RT			7.50/18	15/34	83.46	77.44	556	Op	6	2	2.63	3.45	4.66
65	Sheppard SD-2	85		7½	4608	56	84	23		125	Ad	70¼	RT			6.00/16	11/38			NT	Op	8	2	1.85	2.67	3.14
66	SD-3	92		8	4708	56	84	23		131	Ad	70¼	RT			6.00/16	12/38			NT	Op	8	2	1.85	2.67	3.14
67	SD-4	91½		8¾	6000	56	84	22½	18¼	138¼	Ad	83½	RT			6.00/16	13/36			NT	Op	10	2	1.89	2.60	2.81
68	Tiger PTD 6	46		8	618	26	40	N	13	64	26	35	RT	8	12	4.00/8	5.00/12	5.10	4.50		St	1	1	8.00		
69	883	46		9	590	26	40	N	15	66	26	37	RT	8	16	4.00/8	6.00/16	5.10	6.80		St	1	1	8.00		
70	C-100	45		8	800	26	41	8	15	75	57	45	RT	12	18	3.50/12	8/16	8.90	10.00			3	1	2.00	6.00	10.0

ABBREVIATIONS

*—With hub extension; 60° without.
‡—Clearance at front axle.
††—Capacity final drive, each case.
°—Minimum.
■—Rated using gasoline.
▲—At top of hood.
°°—Included in transmission.
**—With reversing transmission and 6 reverse speeds, from a low reverse of 1.90 and 8 other reverse speeds from 2.30 to 13.00 mph.
●—To top of steering wheel.
▼—6.27 in 6th, 7.33 in 7th, road speed in 8th.
▼▼—5.20 in 6th, 6.10 in 7th, 10.50 in 8th, 1.98 in low reverse, 2.28 in high reverse.
‡‡—74½ in. to 98 in.
▽▽—5.24 in 6th, 6.18 in 7th, road speed in 8th, 1.98 in low reverse, 3.28 in high reverse.
▲—Includes filter.
△△—Low reverse, 1.93; high reverse, 7.75.
▲▲—6.60 in 6th; 9.00 in 7th; 13.00 in 8th; 1.70 in low reverse; 5.90 in high reverse.
‡‡—6.70 in 7th; 9.10 in 7th; 13.30 in 8th; 1.70 in low reverse; 5.90 in high reverse.
▬—1.77 in low reverse; 7.09 in high reverse.
‡—Engine clutch only; transmission clutch, multiple disc operating wet.
°—94½ with dual front wheels.
‡—Five speed optional.
‡‡—Double plate with continuous running power take-off.
(a)—Low reverse, 1.64; high reverse, 6.85.
(b)—Roller bearing.
(c)—Front and center, 2¾; rear, 3.
(d)—Low reverse, 2.31; high reverse, 3.91.
(e)—Reverse 2.12 and 2nd speed 5.00.
(f)—1.54 and 3.18.
(g)—13¼ minimum; 24½ maximum.
(h)—2.15 and 3.70.
(i)—2.59 and 4.52.
(j)—2.14 and 3.72.
(k)—2.56 and 4.40.
(l)—4.39 in 6th, 4.90 in 7th, 6.40 in 8th, 9.91 in 9th, 16.00 in 10th, 1.62 in low reverse and 2.15 in high reverse.
(m)—2.06 and 3.54.
(n)—2.88 and 5.11.
(q)—16, 22, 25½, 32½.
(r)—12⅞ and 15⅞.
(s)—14½ and 17⅞.
(t)—14½ and 16½.
(v)—Low reverse, 3.36; high reverse, 6.32.
A—Air. AC—A.C. Spark Plug Co.
Ad—Adjustable.
AL—Electric Auto-Lite Co.
Au—Auburn Clutch Co.
BB—Borg & Beck Div.
Bos—American Bosch Corp.
Br—Briggs & Stratton Corp.
B-R—Borg and Beck or Rockford.

TRACTORS

WHEEL TYPES—*concluded*

Travel Speeds at Normal Governed Engine R.P.M. with Standard Wheels				ENGINE								FUEL										BELT PULLEY				CAPACITIES								
Fourth	Fifth	Sixth	Reverse	Make and Model	Number of Cylinders—Bore and Stroke (In.)	Piston Disp. (Cu. In.)	R.P.M. at Governed Speed	Valve Arrangement	Number of Main Bearings	Diameter of Main Bearings		Standard	Optional	Ignition—Make	Carburetor or Injector Pump—Make	Air Cleaner—Make	Governor—Make	Oiling System—Make	Cooling System—Type	Clutch—Make and Type	Final Drive—Type	Diameter (In.)	Face (In.)	Normal R.P.M.	Steering Type	Cooling System (Gal.)	Fuel Tank (Gal.)	Crankcase (Qts.)	Transmission (Qts.)	Final Drive Case (Qts.)	Starting Method	Line Number
5.80	8.71	15.98	▲▲	Cont Z134	4-3¼x3⅞	134	2000	I	3	2¼	G			DR	M-C	Don	Novi	P	Pu	Au DSP	SB	9	6½	1350	SA	2½	17	5	32		Ele	1
5.32	7.98	14.57	■■	Cont Z134	4-3¼x3⅞	134	2000	I	3	2¼	G			DR	M-C	Don	Novi	P	Pu	Roc SP	SB	9	6½	1350	SA	2½	17	5	32		Ele	2
5.32	7.98	14.57		Cont Z134	4-3¼x3⅞	134	2000	I	3	2¼	G			DR	...	Don	Novi	P	Pu	Au DSP		9	6½	1350	Ad	2½	17	5	32		Ele	3
3.73	7.97	....	1.88	Own E201	4-3½x4½	201	1500	I	3	2⅝	G	k,d,o,ip		AL	Mar	Don	Own	P	Pu	BB SP	SG	13½	6½	875	WG	4½	23	7	56	....	Ele	4
3.73	7.97	....	1.88	Own E201	4-3½x4½	201	1500	I	3	2⅝	G	k,d,o,ip		AL	Mar	Don	Own	P	Pu	BB SP	SG	13½	6½	875	WG	4½	23	7	56	....	Ele	5
3.73	7.97	....	1.88	Own E201	4-3½x4½	201	1500	I	3	2⅝	G	k,d,o,ip		AL	Mar	Don	Own	P	Pu	BB SP	SG	13½	6½	875	WG	4½	23	7	56	....	Ele	6
3.73	7.97	....	1.88	Own E201	4-3½x4½	201	1500	I	3	2⅝	G	k,d,o,ip		AL	Mar	Don	Own	P	Pu	BB SP	SG	13½	6½	875	WG	4½	23	7	56	....	Ele	7
3.73	7.97	....	1.88	Own H277	4-4x5½	277	1500	I	3	2⅝	G	k,d,o,ip		AL	Zen	Don	Own	P	Pu	BB SP	SG	13½	6½	875	WG	5½	23	7	56	....	Ele	8
3.73	7.97	....	1.88	Own H277	4-4x5½	277	1500	I	3	2⅝	G	k,d,o,ip		AL	Zen	Don	Own	P	Pu	BB SP	SG	13½	6½	875	WG	5½	23	7	56	....	Ele	9
3.73	7.97	....	1.88	Own H277	4-4x5½	277	1500	I	3	2⅝	G	k,d,o,ip		AL	Zen	Don	Own	P	Pu	BB SP	SG	13½	6½	875	WG	5½	23	7	56	....	Ele	10
3.73	7.97	....	1.88	Own H277	4-4x5½	277	1500	I	3	2⅝	G	k,d,o,ip		AL	Zen	Don	Own	P	Pu	BB SP	SG	13½	6½	875	WG	5½	23	7	56	....	Ele	11
12.07	....	....	2.54	Own J382	4-4½x6	382	1500	I	3	3¼	G	k,d,o,ip		AL	Zen	Don	Own	P	Pu	BB SP	SG	16	8½	771	CL	7	27½	9	68	....	Ele	12
12.07	....	....	2.54	Own J382	4-4½x6	382	1500	I	3	3¼	G	k,d,o,ip		AL	Zen	Don	Own	P	Pu	B-R SP	SG	16	8½	771	CL	7	27½	9	68	....	Ele	13
12.07	....	....	2.54	Own J382	4-4½x6	382	1500	I	3	3¼	G	k,d,o,ip		AL	Zen	Don	Own	P	Pu	Roc SP	SG	16	8½	771	CL	7	27½	9	68	....	Ele	14
4.90	7.36	13.49	(a)	Cont Z134	4-3¼x3⅞	134	2000	I	2	2¼	G			DR	M-C	Don	Novi	P	Pu	Roc SP	SB	9	6½	1350	SA	2½	14	5	32	....	Ele	15
4.90	7.36	13.49	(a)	Cont Z134	4-3¼x3⅞	134	2000	I	3	2¼	G			DR	M-C	Don	Novi	P	Pu	Roc SP	SB	9	6½	1350	SA	2½	14	5	32	....	Ele	16
			2.70	Own C60	4-2⅝x2⅝	60	1800	L	3	....	G	N			Own	Don	Own	....	Pu	T5	R-A SP	SG	7½	4¾	1485	WG	2½	7½	3	2	††	⅞	17
10.00	....	....	2.90	Own C123	4-3½x4	123	1400	I	3	....	G	D,K			CMZ	Don	Own	....	Pu	R-A SP	SG	8½	6	1157	WG	3⅝	11	5	5	†††	1½	Ele	18
13.20	....	....	3.50	Own C123	4-3½x4	123	1400	I	3	....	G	D,K			CMZ	Don	Own	....	Pu	R-A SP	SG	8½	6	1157	WG	3⅝	11	5	5	†††	1½	Ele	19
10.70	....	....	3.10	Own C123	4-3½x4	123	1650	I	3	....	G	D,K			CMZ	Don	Own	....	Pu	R-A SP	SG	8½	6	1363	WG	3⅝	11	5	20	**		Ele	20
6.60	16.11	....	3.12	Own C169	4-3⅞x4½	169	1750	I	3	....	G	D,K			Own	Don	Own	....	Pu	Roc SP	SG	9¾	7½	1081	WG	4½	17	6	28	**		Ele	21
6.35	15.49	....	3.00	Own C169	4-3⅞x4½	169	1750	I	3	....	G	D,K			Own	Don	Own	....	Pu	Roc SP	SG	9¾	7½	1081	WG	4½	17	6	28	††‡		Ele	22
6.71	16.70	....	3.33	Own C264	4-4x5½	264	1450	I	3	....	G	D,K			Own	Don	Own	....	Pu	O-R SP	SG	11	7½	899	WG	6½	18	8	48	**		Ele	23
6.71	16.70	....	3.33	Own D264	4-4x5½	264	1450	I	5	....	O	N			Own	Don	Own	....	Pu	O-R SP	SG	11	7½	899	WG	7¼	18	8	48	**		Ele	24
6.77	16.84	....	3.36	Own C264	4-4x5½	264	1450	I	3	....	G	D,K			Own	Don	Own	....	Pu	O-R SP	CH	11	7½	899	WG	6½	18	8	48	**		Ele	25
6.77	16.84	....	3.36	Own D264	4-4x5½	264	1450	I	5	....	O	N			Own	Don	Own	....	Pu	O-R SP	CH	11	7½	899	WG	7¼	18	9	48	††‡		Ele	26
9.23	14.15	....	3.91	Own 165A	4-3½x4	165	1500	I	3	(c)	G	....		DR	Mar	Don	Novi	P	Pu	Roc SP	SG	8½	6½	1420	FK	2¾	14	7	24	**		Ele	27
9.42	14.44	....	3.99	Own 206H	4-3½x5	206	1550	I	3	(c)	G	LP,TF		DR	Mar	Don	Novi	P	Pu	Roc SP	SG	8½	6½	1470	FK	3⅝	14	7	32	**		Ele	28
10.05	15.40	....	4.26	Own 206H	4-3½x5	206	1550	I	3	(c)	G	LP,TF		DR	Mar	Don	Novi	P	Pu	Roc SP	SG	8½	6½	1470	SA	3⅝	17	7	32	**		Ele	29
10.05	15.40	....	4.26	Own 206H	4-3½x5	206	1550	I	3	(c)	G	LP,TF		DR	Mar	Don	Novi	P	Pu	Roc SP	SG	8½	6½	1470	FK	3⅝	17	7	32	**		Ele	30
10.05	15.40	....	4.26	Own 206H	4-3½x5	206	1550	I	3	(c)	G	LP,TF		DR	Mar	Don	Novi	P	Pu	Roc SP	SG	8½	6½	1470	FO	3⅝	17	7	32	**		Ele	31
6.10	14.10	....	2.00	Own 283C	4-4¼x6	283	1300	I	3	2⅜	G	LP,TF		DR	Mar	Uni	Own	P	Pu	Roc SP	SG	16	7	741	SA	6	21	10	52	**		Ele	32
6.10	14.10	....	2.00	Own 283C	4-4¼x6	283	1300	I	3	2⅜	G	LP,TF		DR	Mar	Uni	Own	P	Pu	Roc SP	SG	16	7	741	FK	6	21	10	52	**		Ele	33
6.10	14.10	....	2.00	Own 283C	4-4¼x6	283	1300	I	3	2⅜	G	LP,TF		DR	Mar	Uni	Own	P	Pu	Roc SP	SG	16	7	741	FK	6	21	10	52	**		Ele	34
6.10	14.10	....	2.00	Own D283	4-4¼x6	283	1300	I	3	2⅜	O	....		....	Bos	Don	Bos	P	Pu	Roc SP	SG	16	7	741	SA	6	21	10	52	**		Ele	35
6.10	14.10	....	2.00	Own D283	4-4¼x6	283	1300	I	3	2⅜	O	....		....	Bos	Don	Bos	P	Pu	Roc SP	SG	16	7	741	FK	6	21	10	52	**		Ele	36
6.10	14.10	....	2.00	Own D283	4-4¼x6	283	1300	I	3	2⅜	O	....		....	Bos	Don	Bos	P	Pu	Roc SP	SG	16	7	741	FK	6	21	10	52	**		Ele	37
6.10	14.10	....	2.00	Own 283C	4-4¼x6	283	1300	I	3	2⅜	G	LP,TF	DR	Mar	Uni	Own	P	Pu	TD	SP	SG	16	7	741	FK	6	21	10	52	**		Ele	38
6.10	14.10	....	2.00	Own D283	4-4¼x6	283	1300	I	3	2⅜	G	....		....	Bos	Don	Bos	P	Pu	Roc SP	SG	16	7	741	FK	6	21	10	52	**		Ele	39
6.30	14.70	....	2.10	Own 403C	4-4⅝x6	403	1300	I	3	2⅜	G	LP,TF	DR	Mar	Don	Own	P	Pu	TD	DP	SG	16	7	741	FK	12	29	9	52	**		Ele	40
6.30	14.70	....	2.10	Own D425	4-4¼x6	425	1300	I	4	2⅜	O	....		....	Bos	Don	Bos	P	Pu	TD	DP	SG	16	7	741	FK	12	29	14	52	**		Ele	41
5.80	13.50	....	1.90	Own 283B	4-4¼x6	283	1300	I	2	2⅜	G	....		DR	Mar	Uni	Own	P	Pu	Roc SP	SG	16	7	741	FK	6	21	9	52	**		Ele	42
5.80	13.50	....	1.90	Own D283	4-4¼x6	283	1300	I	3	2⅜	O	....		....	Bos	Don	Bos	P	Pu	Roc SP	SG	16	7	741	FK	6	21	15	52	**		Ele	43
5.80	13.50	1.80	1.90	Own 283B	4-4¼x6	283	1300	I	3	2⅜	G	....		DR	Mar	Uni	Own	P	Pu	Roc SP	SG	16	7	741	FK	6	21	9	54	**		Ele	44
5.80	13.50	1.80	1.90	Own D283	4-4¼x6	283	1300	I	3	2⅜	O	....		....	Bos	Don	Bos	P	Pu	Roc SP	SG	16	7	741	FK	6	21	15	54	**		Ele	45
4.06	5.56	11.49	(f)	Own 55HC	4-3½x3⅝	144	1600	I	3	2¼	G	....		DR	M-C	Don	Own	PS	Pu	Au SP	SG	9	6½	1319	FK	3½	13	4	20	**		Ele	46
4.06	5.56	11.49	(f)	Own 55D	4-3½x3⅝	144	1600	I	3	2¼	O	....		....	Bos	Don	Bos	PS	Pu	Au SP	SG	9	6½	1319	FK	3½	13	4	20	**		Ele	47
4.69	5.54	9.54	(h)	Own 66HC	4-3½x3⅝	144	1600	I	3	2¼	G	....		DR	M-C	Don	Own	PS	Pu	BB SP	SG	9½	7¼	1232	SA	3½	12¾	4	18	**		Ele	48
4.69	5.54	9.54	(h)	Own 66D	4-3½x3⅝	144	1600	I	3	2¼	O	....		....	Bos	Don	Bos	PS	Pu	BB SP	SG	9½	7¼	1232	SA	3½	12¾	4	18	**		Ele	49
5.65	6.62	11.53	(i)	Own 77HC	6-3½x3⅝	216	1600	I	4	2¼	G	....		DR	MS-Z	Don	Own	PS	Pu	BB SP	SG	11½	7¼	992	SA	4½	16¾	5	18	**		Ele	50
5.65	6.62	11.53	(i)	Own 77HC	6-3½x3⅝	216	1600	I	4	2¼	G	....		DR	Mar	Don	Own	PS	Pu	BB SP	SG	11½	7¼	992	FK	4½	16¾	5	18	**		Ele	51
4.65	9.34	16.27	(i)	Own 77HC	6-3½x3⅝	216	1600	I	4	2¼	G	....		DR	MS-Z	Don	Own	PS	Pu	BB SP	SG	11½	7¼	992	FK	4½	16¾	5	18	**		Ele	52
5.65	6.62	11.53	(i)	Own 77D	6-3½x3⅝	216	1600	I	4	2¼	O	....		....	Bos	Don	Bos	PS	Pu	BB SP	SG	11½	7¼	992	SA	4½	17	5	18	**		Ele	53
5.65	6.62	11.53	(i)	Own 77D	6-3½x3⅝	216	1600	I	4	2¼	O	....		DR	Bos	Don	Bos	PS	Pu	BB SP	SG	11½	7¼	992	FK	4½	17	5	18	**		Ele	54
4.65	9.34	16.27	(i)	Own 77D	6-3½x3⅝	216	1600	I	4	2¼	O	....		....	Bos	Don	Bos	PS	Pu	BB SP	SG	11½	7¼	992	FK	4½	17	5	18	**		Ele	55
5.58	6.87	11.80	(k)	Own 88HC	6-3⅝x4	265	1600	I	4	2⅝	G	....		DR	MS-Z	Don	Own	PS	Pu	BB SP	SG	11½	7¼	992	SA	4½	20½	6	18	**		Ele	56
5.58	6.87	11.80	(k)	Own 88HC	6-3⅝x4	265	1600	I	4	2⅝	G	....		DR	Mar	Don	Own	PS	Pu	BB SP	SG	11½	7¼	992	FK	4½	20½	6	18	**		Ele	57
4.48	9.34	16.05	(m)	Own 88HC	6-3⅝x4	265	1600	I	4	2⅝	G	....		DR	MS-Z	Don	Own	PS	Pu	BB SP	SG	11½	7¼	992	FK	4½	20½	6	18	**		Ele	58
5.58	6.87	11.80	(k)	Own 88D	6-3⅝x4	265	1600	I	4	2⅝	O	....		....	Bos	Don	Bos	PS	Pu	BB SP	SG	11½	7¼	992	SA	4½	18¼	6	18	**		Ele	59
5.58	6.87	11.80	(k)	Own 88D	6-3⅝x4	265	1600	I	4	2⅝	O	....		DR	Bos	Don	Bos	PS	Pu	BB SP	SG	11½	7¼	992	FK	4½	18¼	6	18	**		Ele	60
4.48	9.34	16.05	(k)	Own 88D	6-3⅝x4	265	1600	I	4	2⅝	O	....		....	Bos	Don	Bos	PS	Pu	BB SP	SG	11½	7¼	992	FK	4½	18¼	6	18	**		Ele	61
5.58	7.01	12.45	(k)	Own 99HC	6-4x4	302	1675	I	4	2⅝	G	....		DR	Mar	Don	Own	P	Pu	BB SP	SG	12	9	1000	FK	5½	30	6	32	....		Ele	62
5.58	7.01	12.45	(m)	Own 99D	6-4x4	302	1675	I	4	2⅝	O	....		....	Bos	Don	Bos	P	Pu	BB SP	SG	12	9	1000	FK	5½	30	6	32	....		Ele	63
8.13	7.70	13.68	(n)	GM 3-71	3-4½x5	213	1675	I	4	2⅝	O	....		....	....	Don	GM	P	Pu	BB SP	SG	12	9	1000	FK	5½	30	13	32	**		Ele	64
3.72	4.53	*	(d)	Own 13E	2-4½x5	142	1650	I	4	2⅝	O	....		Own	....	Don	Own	P	Pu	Roc SP	SG	8¼	7½	1350	....	7	15	12	25	**		Ele	65
3.72	4.53	*	(d)	Own 6E	3-4½x5	212	1650	I	4	2⅝	O	....		Own	....	Don	Own	P	Pu	Roc SP	SG	8¼	7½	1350	....	7½	15	13	25	**		Ele	66
3.28	3.88	(1)	(1)	Own ... 16	4-4½x6	319	1650	I	5	3½	O	....		Own	....	Don	Own	P	Pu	Roc SP	SG	10	7½	1150	....	7½	22	16	32	**		Ele	67
....	....	....	6.00	Br	14	1-2⅝x2⅝	14	3200	L	....	G	....		Br	Br	Uni	Br	PS	A	TD	MD	SGC	....	....	....	SA	....	1	....	⅛	1	1	HC	68
....	....	....	5.00	Br	23	1-3x3	19	3300	L	....	G	....		Br	Br	Uni	Br	PS	A	TD	MD	SGC	....	....	....	SA	....	1½	....	⅛	1	1	HC	69
....	....	....	3.00	Br	23	1-3x3	19	3300	L	....	G	....		Br	Br	Uni	Br	PS	A	....	....	SG	7	4	1300	....	....	2	3	3	3	HC	70

B-S—Bosch or Scintilla. **Bu**—Buda.
Car—Carter Carburetor Corp.
CH—Chain. **Chr**—Chrysler Corp.
CL—Cam and Lever.
CMZ—Carter, Marvel-Schebler or Zenith.
Cont—Continental Motors Corp.
D—Distillate. **DA**—Divided axle.
DF—Divided axle or front axle knuckle.
DFS—Divided axle, front axle knuckle or solid axle.
Don—Donaldson Co.
DP—Double plate, dry.
DR—Delco-Remy Div.
DSP—Dual single plate, dry.
Ele—Electric starting.
Ens—Ensign.
FK—Front axle knuckle.
FM—Fairbanks Morse & Co.
FO—Fork type.
G—Gasoline.
GM—General Motors Corp.
GS—Gasoline starting engine.
Han—Handy Governor Corp.
HC—Hand crank.
Hel—Helical gear.
HH—Houdaille-Hershey.
I—In head (Valves).
IG—Internal gear.
K—Kerosene.
L—"L" head (Valves).
Le—Long Mfg. Co.
LP—Liquid petroleum gas.
Mar—Marvel-Schebler Carburetor Div.
M-C—Marvel-Schebler or Carter.
MD—Multiple disc, operating dry.
MS-Z—Marvel-Schebler or Zenith.
N—No or none.
NA—Not available.
Novi—Novi Equipment Co.
NS—Non-circulating splash.
NT—Not tested.
O—Diesel fuel.
Op—Optional.
O-R—Own or Rockford.
P—Pressure.
Per—Perkins.
Pie—Pierce Governor Co.
PS—Pressure and splash.
Pu—Pump.
R-A—Rockford or Auburn.
Roc—Rockford Clutch Div.
RT—Rubber tires.
SA—Solid axle.
SB—Spiral bevel gear.
SF—Solid axle or front axle knuckle.
SG—Spur gear.
SGC—Spur gear and chain.
SP—Single plate, dry.
Spi—Spicer.
S-R—Steel wheels or rubber tires.
St—Standard.
TD—Twin Disc Clutch Co.
TF—Tractor fuel.
TS—Thermo-syphon.
Uni—United Air Cleaner Div.
Var—Various.
Wico—Wico Electric Co.
WG—Worm gear.
Wis—Wisconsin Motor Corp.
WS—Worm and sector.
Zen—Zenith Carburetor Div

GASOLINE ENGINES

SMALL

MAKE AND MODEL	Designed for Use	Number of Cycles	ENGINE: Type	No. of Cylinders	Bore and Stroke (In.)	Total Displacement (Cu. In.)	Compression Ratio (to —1)	Valve Location	Horsepower: Rated at RPM	Horsepower: Continuous at RPM	Torque—Lb. Ft. at RPM	Weight (Lb.)	GOVERNOR: Used	GOVERNOR: Type	Ignition System Type	FUEL SYSTEM: Type	FUEL SYSTEM: Make	Fuel Used	Starting Method
AIR COOLED																			
Briggs & Stratton 5S	General Purpose	4	Ver	1	2x1½	4.71	5.29	L	1.00-3200	.65-3200	1.60-3200	30	Y	Av	Mag	MV	Own	G	Rr
6	General Purpose	4	Ver	1	2x2	6.28	5.86	L	2.00-3600	1.70-3600	2.90-3600	34	Y	MA	Mag	Car	Own	G	Rr
6B	General Purpose	4	Ver	1	2⅛x1½	6.30	5.90	L	2.25-3600	1.90-3600	3.29-3600	23	Y	Av	Mag	Car	Own	G	Rr
6B-H	Lawn Mowers	4	Hor	1	2⅛x1½	6.30	5.90	L	2.25-3600	1.70-3600	2.92-3600	19¼	Y	Av	Mag	Car	Own	G	Rr
6B-HS	Lawn Mowers	4	Hor	1	2⅛x1½	6.30	5.90	L	1.75-3200	1.36-3200	2.62-3200	18½	Y	Av	Mag	MV	Own	G	Rr
6B-S	General Purpose	4	Ver	1	2⅛x1½	6.30	5.86	L	1.75-3200	1.36-3200	2.60-3200	21	Y	Av	Mag	MV	Own	G	Rr
6S	General Purpose	4	Ver	1	2x2	6.28	5.86	L	1.75-3200	1.36-3200	2.60-3200	33	Y	Av	Mag	MV	Own	G	Rr
8	General Purpose	4	Ver	1	2¼x2	7.95	5.40	L	2.50-3600	2.10-3600	3.70-3600	36	Y	MA	Mag	Car	Own	G	Rr
8B	General Purpose	4	Ver	1	2⅝x1¾	7.75	6.00	. . .	2.75-3600	2.34-3600	4.02-3600	25	Y	Av	Mag	Car	Own	G	Rr
8B-H	Lawn Mowers	4	Hor	1	2⅝x1¾	7.75	6.00	L	2.75-3600	2.34-3600	4.02-3600	19½	Y	Av	Mag	Car	Own	G	Rr
8B-HA	Lawn Mowers	4	Hor	1	2⅝x1¾	7.75	6.00	L	2.75-3600	2.34-3600	4.02-3600	22½	Y	Av	Mag	Car	Own	G	Rc
9	General Purpose	4	Ver	1	2¼x2¼	8.95	5.40	L	3.35-3600	2.80-3600	4.90-3600	61	Y	Me	Mag	Car	Own	G	HR
14	General Purpose	4	Ver	1	2⅝x2⅝	14.21	5.40	L	5.25-3600	4.40-3600	7.70-3600	76	Y	Me	Mag	Car	Own	G	HR
19	General Purpose	4	Ver	1	3x2⅝	18.56	5.60	L	7.00-3600	5.95-3600	10.21-3600	78	Y	Me	Mag	Car	Own	G	Hbp
23A	General Purpose	4	Ver	1	3x3¼	22.97	5.90	L	9.00-3600	7.65-3600	13.10-3600	96	Y	Me	Mag	Car	Own	G	Hbp
Clinton AV5200, V5200	General Purpose	2	Ver	1	1⅞x1⅝	4.60	(a)	. . .	2.00-3600	1.50-3600	2.50-2600	15¼	Y	Av	Mag	Car	O-C	G	Rr
AV5400, V5400	General Purpose	2	Ver	1	2¼x1⅝	5.76	(a)	. . .	2.50-3600	2.10-3600	3.65-3400	15⅝	Y	Av	Mag	Car	O-C	G	Rr
V5200	General Purpose	4	Ver	1	2⅝x1⅝	7.20	5.95	L	2.00-3600	1.60-3600	3.00-2800	19	Y	Av	Mag	Car	O-C	G	Rr
V5100	General Purpose	4	Ver	1	2⅝x1⅝	7.20	5.95	L	2.50-3600	2.00-3600	5.00-3000	19	Y	Av	Mag	Car	O-C	G	Rr
V5300	General Purpose	4	Ver	1	2⅝x1⅝	8.30	6.00	L	3.00-3600	2.40-3600	4.85-2600	19	Y	Av	Mag	Car	O-C	G	Rr
V5900	General Purpose	4	Ver	1	2⅝x1⅝	8.30	6.00	L	2.75-3600	2.20-3600	5.15-2800	28	Y	Av	Mag	Car	O-C	G	Rre
V5100	General Purpose	4	Ver	1	2⅝x2⅛	9.50	6.00	L	3.50-3600	2.80-3600	6.15-2800	28	Y	Av	Mag	Car	O-C	G	Rre
A200	General Purpose	4	Hor	1	1⅞x1⅝	4.60	(a)	L	2.00-3600	1.50-3600	2.50-2600	18	Y	Av	Mag	Car	O-C	G	Rr
A400	General Purpose	4	Hor	1	2¼x1⅝	5.76	(a)	L	2.50-3600	2.00-3600	3.65-3400	18	Y	Av	Mag	Car	O-C	G	Rr
A2100	General Purpose	4	Hor	1	2⅝x1⅝	7.20	5.95	L	2.00-3600	1.60-3600	3.00-2800	19	Y	Av	Mag	Car	O-C	G	Rr
100	General Purpose	4	Hor	1	2⅝x1⅝	7.20	5.95	L	2.50-3600	2.00-3600	5.00-3000	19	Y	Av	Mag	Car	O-C	G	Rr
3100	General Purpose	4	Hor	1	2⅝x1⅝	8.30	5.90	L	2.40-3600	2.50-3600	4.85-2800	19	Y	Av	Mag	Car	O-C	G	Rr
D700	General Purpose	4	Hor	1	2¼x1⅞	6.65	6.00	L	2.00-3600	1.60-3600	3.20-2800	39	Y	Fb	Mag	Car	O-C	G	Rr
900	General Purpose	4	Hor	1	2⅝x1⅝	8.30	6.00	L	3.00-3600	2.40-3600	4.80-2800	41	Y	Fb	Mag	Car	O-C	G	Rr
1200	General Purpose	4	Hor	1	2⅞x2¼	10.20	6.00	L	3.60-3600	2.90-3600	5.75-2800	43¼	Y	Fb	Mag	Car	O-C	G	Rr
1600	General Purpose	4	Hor	1	2⅞x2⅝	16.30	6.00	L	6.30-3200	5.10-3200	10.50-2800	76	Y	Fb	Mag	Car	O-C	G	Rr
2500	General Purpose	4	Hor	1	3¼x3¼	25.00	6.00	L	9.00-3200	7.20-3200	16.20-1200	104	Y	Fb	Mag	Car	O-C	G	Rr
Continental AU7, AU7B	General Purpose	4	(b)	1	2¼x2	7.10	6.10	L	2.00-3600	1.70-3600	3.02-3000	36	Y	MA	Mag	Car	CTZ	G	BR
AU7R	General Purpose*	4	(b)	1	2¼x2	7.10	6.10	L	2.00-600	1.70-600	10.12-500	41	Y	MA	Mag	Car	CTZ	G	BR
AD7, AW7	Lawn Mowers	4	Ver	1	2¼x2	7.10	6.10	L	2.00-3600	1.70-3600	3.02-3000	41	Y	Av	Mag	Car	CTZ	G	BR
AU8, AU8B	General Purpose	4	(b)	1	2¼x2	7.95	6.65	L	2.85-3600	2.42-3600	4.25-3000	38	Y	MA	Mag	Car	CTZ	G	BR
AU8R	General Purpose*	4	(b)	1	2¼x2	7.95	6.65	L	2.85-600	2.42-600	25.50-500	36	Y	MA	Mag	Car	CTZ	G	BR
AD8, AW8	Lawn Mowers	4	Ver	1	2¼x2	7.95	6.65	L	2.85-3600	2.42-3600	4.25-3000	41	Y	Av	Mag	Car	CTZ	G	BR
AU8S	General Purpose	4	(b)	1	2⅛x2	8.40	6.10	L	3.00-3600	2.75-3600	4.50-2600	38	Y	MA	Mag	Car	CTZ	G	BR
AU8SR	General Purpose*	4	(b)	1	2⅛x2	8.40	6.10	L	3.00-600	2.75-600	27.0-433	41	Y	MA	Mag	Car	CTZ	G	BR
AD8S, AW8S	Lawn Mowers	4	Ver	1	2⅛x2	8.40	6.10	L	3.00-3600	2.75-3600	4.50-2600	41	Y	Av	Mag	Car	CTZ	G	BR
AU10	General Purpose	4	(b)	1	2⅝x2	10.82	5.75	L	4.00-3600	3.40-3600	5.80-3600	38	Y	MA	Mag	Car	Til	G	BR
AD10, AW10	Lawn Mowers	4	Ver	1	2⅝x2	10.82	5.75	L	4.00-3600	3.40-3600	5.80-3600	43	Y	Av	Mag	Car	Til	G	BR
AV10R	General Purpose*	4	(b)	1	2⅝x2	10.82	5.75	L	4.00-3600	3.40-3600	5.80-3600	43	Y	MA	Mag	Car	Til	G	BR
Cushman Husky-M6	General Purpose	4	Ver	1	2½x2⅝	12.30	4.70	L	3.00-3000	2.60-3000	5.20-2000	65	Y	Fb	Mag	Car	Til	G	R
Husky-M7	General Purpose	4	Ver	1	2½x2⅝	14.90	5.40	L	4.50-3000	3.80-3000	7.90-2000	65	Y	Fb	Mag	Car	Til	G	R
Husky-M8	General Purpose	4	Ver	1	2½x2⅝	17.80	5.90	L	5.00-3000	4.30-3000	9.50-2000	65	Y	Fb	Mag	Car	Til	G	R
Husky-M9	General Purpose	4	Ver	1	3x2⅝	20.30	6.60	. . .	7.00-3600	5.60-. . .	11.90-2600	65	Y	Fb	Mag	Car	Til	G	BPE
Gladden 40	General Purpose	4	Ver	1	2½x3	14.70	4.50	L	4.30-3200	4.30-3200	8.40-2200	79	Y	Fb	Mag	Car	MS	G,K	Rr
40M	Marine	4	Ver	1	2½x3	14.70	4.50	L	4.30-3200	4.30-3200	8.40-2200	80	Y	Fb	Mag	Car	MS	G	Rr
50	General Purpose	4	Ver	1	2½x3	14.70	5.70	L	5.25-3200	5.25-3200	9.20-2500	81	Y	Fb	Mag	Car	MS	G	Rr
75	General Purpose	4	Ver	1	2½x3	19.40	5.70	L	7.00-3200	7.00-3200	13.50-2200	83	Y	Fb	Mag	Car	MS	G,K	Rr
75ES	General Purpose	4	Ver	1	2½x3	19.40	5.70	L	6.50-3200	6.50-3200	11.80-3200	136	N	. . .	Mag	Car	MS	G	Ele
75M	Marine	4	Ver	1	2½x3	19.40	5.70	L	7.00-3200	7.00-3200	11.80-3200	86	N	. . .	Mag	Car	MS	G	Rr
75MES	Marine	4	Ver	1	2½x3	19.40	5.70	L	6.50-3200	6.50-3200	11.00-3200	138	N	. . .	Mag	Car	MS	G	Ele
MC	Motorcycle	4	Ver	1	2½x3	19.40	6.00	L	9.50-5000	9.00-4600	12.30-3000	65	N	. . .	Mag	Car	Am	G	Pe
Gravely L	Af	4	Ver	1	3¼x3½	29.00	5.00	T	5.00-2400	4.00-1800	12.00-1800	275	Opt	. . .	Mag	Car	Zen	G	Bpe
Homelite 17	Chain Saws	2	Ver	1	2x1⅝	4.33	. . .	. . .	3.50-5800	3.50-5800	. . . . .	22	Y	Av	Mag	Car	O-T	G	Hc
S-20	Chain Saws	2		1	2⅛x1½	5.00	. . .	. . .	5.00-6000	5.00-6000	. . . . .	20	Y	Av	Mag	Car	O-T	G	Hc
EZ	Chain Saws	2	Ver	1	2⅛x1½	5.00	. . .	. . .	5.00-6600	. . . . .	. . . . .	19	Y	Av	Mag	Car	Til	G	Hc
20-S	Generator Sets	2	Ver	1	2⅝x1½	6.63	. . .	. . .	1.50-3600	. . . . .	. . . . .	. .	Y	Va	Mag	Car	Til	G	Hc
20	GS, Pu, Co, Bl	2	Ver	1	2⅝x1½	6.70	5.80	(c)	3.50-3600	3.50-3600	. . . . .	20	Y	Va	Mag	Car	Til	G,K	Hc
7-29	Chain Saws	2	Ver	1	2½x1⅝	7.98	. . .	. . .	7.00-6300	. . . . .	. . . . .	29	Y	Va	Mag	Car	Til	G	Hc
23	GS, Pu, Bl	2	Ver	1	2¼x2½	8.40	5.80	(c)	4.00-3600	4.00-3600	. . . . .	30	Y	Va	Mag	Car	Own	G,K	Hc
24	General Purpose	2	Ver	1	2⅝x2½	11.40	5.50	(c)	6.00-3600	6.00-3600	. . . . .	40	Y	Va	Mag	Car	O-Z	G,K	Hc
Jacobsen J-160	Lawn Mowers	2	Hor	1	2x1½	4.70	5.50	. . .	1.80-3600	1.63-3600	2.63-3600	18	Y	Av	Mag	Car	Til	G	Rc
J-100E	Lawn Mowers	2	Hor	1	2x1½	4.70	5.50	. . .	1.80-3600	1.63-3600	2.63-3600	27	Y	Av	Mag	Car	Til	G	Ele
J-125V	Lawn Mowers	2	Ver	1	2x1½	4.70	5.50	. . .	2.00-3600	1.80-3600	2.92-3600	18	Y	Av	Mag	Car	Til	G	Rc
J-125VE	Lawn Mowers	2	Ver	1	2x1½	4.70	5.50	. . .	2.00-3600	1.80-3600	2.92-3600	27	Y	Av	Mag	Car	Til	G	Ele
J-175V	Lawn Mowers	2	Ver	1	2¼x1⅝	5.50	5.50	. . .	2.80-3600	2.55-3600	4.08-3600	19½	Y	Av	Mag	Car	Til	G	Rc
J-175VE	Lawn Mowers	2	Ver	1	2¼x1⅝	5.50	5.50	. . .	2.80-3600	2.55-3600	4.08-3600	28½	Y	Av	Mag	Car	Til	G	Ele
J-200	Lawn Mowers	2	Hor	1	2x2	6.28	5.66	. . .	2.43-3600	2.20-3600	3.55-3600	46	Y	Av	Mag	Car	Til	G	Rc
J-200E	Lawn Mowers	2	Hor	1	2x2	6.28	5.66	. . .	2.43-3600	2.20-3600	3.55-3600	56	Y	Av	Mag	Car	Til	G	Ele
J-200V	Lawn Mowers	2	Ver	1	2x2	6.28	5.66	. . .	2.43-3600	2.20-3600	3.55-3600	46	Y	Av	Mag	Car	Til	G	Rc
J-200VE	Lawn Mowers	2	Ver	1	2x2	6.28	5.66	. . .	2.43-3600	2.20-3600	3.55-3600	56	Y	Av	Mag	Car	Til	G	Ele
J-225SV	Lawn Mowers	2	Ver	. . .	2¼x2	7.52	5.60	. . .	3.77-3600	3.40-3600	5.50-3600	48	. . .	. . .	. . .	Car	Til	G	Rc
J-225SVE	Lawn Mowers	2	Ver	. . .	2¼x2	7.52	5.60	. . .	3.77-3600	3.40-3600	5.50-3600	58	. . .	. . .	. . .	Car	Til	G	Ele
Kohler K90	General Purpose	4	Ver	1	2⅝x2	8.86	6.00	L	3.60-3600	3.10-3600	5.80-3000	41	Y	Fb	Mag	Car	Cart	G,K	Rr
K160	General Purpose	4	Ver	1	2½x2½	16.22	6.00	L	6.30-3600	5.40-3600	11.20-2400	67	Y	Fw	Mag	Car	Cart	G,K	ER
K330	General Purpose	4	Ver	1	3½x3¼	33.60	6.50	L	12.50-3200	10.80-3200	23.80-1800	175	Y	Fw	Mag	Car	Cart	G	ER
K660	General Purpose	4	Op	2	3½x3¼	67.20	6.00	L	26.80-3600	22.70-3600	43.80-1800	230	Y	Fw	Mag	Car	Cart	G,NgG	HE
Lauson R	Lm, Pu	4	Hor	1	2x1⅞	5.90	5.80	L	2.00-3600	1.50-3600	2.90-3600	37	Y	Fb	Mag	Car	Til	G	R
58A-400, 58A-420	General Purpose	4	Ver	1	2x1⅞	5.90	5.80	L	2.00-3600	1.50-3600	2.90-3600	33	Y	Fb	Mag	Car	Til	G	R
RSH-737, 58AB-600	General Purpose	4	Ver	1	2x1⅞	5.90	5.80	L	2.00-3600	1.80-3600	2.90-3600	28	Y	Fb	Mag	Car	Til	G	R
RSH-786	General Purpose*	4	Ver	1	2x1⅞	5.90	5.80	L	2.00-3600	1.50-3600	2.90-3600	43	Y	Fb	Mag	Car	Til	G	R
V-1	Lawn Mowers	4	Hor	1	2x1⅞	5.90	5.80	L	2.00-3600	1.50-3600	2.90-3600	31	Y	Fb	Mag	Car	Til	G	R

(*Continued on page* 106)

	STANDARD CONTACT		VENTILATED CONTACT	
PART NO.	85D-385	85D-386	85D-387	85D-388
APPLICATION	Ford— 1947-57 6 cyl. Pass. and Trk. 1949-53 8 cyl. Pass. and Small Trk. 1949-51 F7 and F8 Trk. Lincoln— 1950-51 Mercury— 1949-53	Ford— 1954-56 8 cyl. Pass. and Small Trk. 1953 F7 and F8 Trk. Lincoln— 1952 Passenger	Ford— 1947-57 6 cyl. Pass. and Trk. 1949-53 8 cyl. Pass. and Small Trk. 1949-51 F7 and F8 Trk. Lincoln— 1950-51 Passenger Mercury— 1949-53 Passenger	Ford— 1954-56 8 cyl. Pass. and Small Trk. 1954-56 F7 and F8 Trk. Lincoln— 1952-56 Passenger Mercury— 1954-56 Passenger
KIT CONTENTS	1—#76D-38073S Contact Set 1—#86D-38817S Condenser 1—#76D-37918 Rotor 1—#71D-38257 Lead	1—#76D-35-AS Contact Set 1—#86D-50-AS Condenser 1—#76D-37918 Rotor 1—#71D-38257 Lead	1—#76D-71-AS Contact Set 1—#86D-38817S Condenser 1—#76D-37918 Rotor 1—#71D-38257 Lead	1—#76D-94-AS Contact Set 1—#86-50-AS Condenser 1—#76D-37918 Rotor 1—#71D-38257 Lead

These most-frequently-used Holley distributor replacement parts are now packaged in one easy-to-stock carton. Selected for installation on the vehicles you service most often, each distributor repair kit includes a contact set, condenser, rotor and lead. There are no individual parts to lose or identify.

Two kits are offered that include the famous Holley ventilated contact set. Two kits covering the same application are available with standard contact sets.

See your Holley distributor today. Order your stock of these fast-moving, easy-to-use distributor repair kits.

RT-20E

HOLLEY Carburetor Co.

11955 E. Nine Mile Road
Van Dyke, Michigan

GASOLINE ENGINES

SMALL

MAKE AND MODEL	Designed for Use	Number of Cycles	ENGINE: Type	No. of Cylinders	Bore and Stroke (In.)	Total Displacement (Cu. In.)	Compression Ratio (to —1)	Valve Location	Horsepower: Rated at RPM	Horsepower: Continuous at RPM	Torque—Lb. Ft. at RPM	Weight (Lb.)	GOVERNOR: Used	GOVERNOR: Type	Ignition System Type	FUEL SYSTEM: Type	FUEL SYSTEM: Make	Fuel Used	Starting Method
AIR COOLED—Continued																			
Lauson—Cont'd ... RSV-800	Lawn Mowers	4	Hor	1	2x1 7/8	5.90	5.80	L	2.00-3600	1.50-3600	2.90-3600	33	Y	Fb	Mag	Car	Til	G	R
... V17	Lawn Mowers	4	Hor	1	2 1/2x1 3/4	6.20	6.20	L	1.75-3600	1.50-3600	3.25-3200	19 1/2	Y	Av	Mag	Car	Wal	G	RA
... V20	Lawn Mowers	4	Hor	1	2 1/2x1 3/4	6.20	6.20	...	2.00-3400	1.75- ...	3.40-3200	19 1/2	Y	Av	Mag	Car	Wal	G	RA
... V22	Lawn Mowers	4	Hor	1	2 1/2x1 3/4	7.35	6.20	L	2.25-3600	2.00-3600	3.60-2600	19 1/2	Y	Av	Mag	Car	Wal	G	RA
... V28	Lawn Mowers	4	Hor	1	2 1/2x1 3/4	7.35	6.20	L	2.50-3600	2.20-3600	3.75-3000	19 1/2	Y	Av	Mag	Car	Wal	G	RA
... TLV-900	Lawn Mowers	4	Hor	1	2 1/4x2 1/4	8.95	5.80	L	3.00-3200	2.50-3200	4.70-3200	58	Y	Fb	Mag	Car	Til	G	R
... TLH-725	General Purpose	4	Ver	1	2 1/4x2 1/4	8.95	5.80	L	3.30-3600	2.70-3600	4.80-3600	82	Y	Fb	Mag	Car	Til	G	R
... TLH-661	General Purpose*	4	Ver	1	2 1/4x2 1/4	8.95	5.80	L	3.30-3600	2.70-3600	4.80-3600	65	Y	Fb	Mag	Car	Til	G	R
... P-25	General Purpose	4	Ver	1	2 1/2x2 3/4	17.65	6.30	L	6.30-3600	5.50-3600	9.50-3000	85	Y	Fb	Mag	Car	Til	G	R
... P-27	General Purpose*	4	Ver	1	2 1/2x2 3/4	17.65	6.30	L	6.30-3600	5.50-3600	9.50-3000	103	Y	Fb	Mag	Car	Til	G	R
McCulloch ... 35	Chain Saws	2	Ver	1	1 5/8x1 5/8	3.30	7.20	Re	2.20-5600	...	2.60-4800	20	N	...	Mag	Car	Own	G	AR
... 39	Chain Saws	2	Ver	1	1 5/8x1 5/8	3.30	7.20	Re	3.25-6500	...	2.70-5500	21	N	...	Mag	Car	Own	G	AR
... D-44	Chain Saws	2	Hor	1	2x1 5/8	4.33	7.80	Re	4.80-7000	...	3.90-5000	21	Y	Av	Mag	Car	Til	G	AR
... 55	Chain Saws	2	Hor	1	2x1 5/8	4.33	7.80	Re	4.80-7000	...	3.90-5000	24	Y	Av	Mag	Car	Til	G	AR
... 48	Chain Saws	2	(f)	1	2 1/4x1 1/2	5.30	6.70	Re	4.50-6000	...	4.80-4000	29	Y	RV	Mag	Car	Til	G	AR
... 77	Chain Saws	2	Ver	1	2 1/4x1 1/2	7.35	6.80	(c)	6.75-6500	...	6.70-4000	32	Y	Ce	Mag	Car	Own	G	AR
... 99	Pu, Cs, ED	2	Hor	1	2 1/2x2	9.82	6.50	(c)	8.00-5200	...	11.80-3600	56	Y	Ce	Mag	Car	Own	G	AR
Onan ... AK	Generator Sets	4	Ver	1	2 1/4x2 1/2	12.20	5.50	L	3.76-3600	2.82-3600	5.80-1800	74	Y	(d)	Mag	Car	Cart	G	HEA
... AJ	Generator Sets	4	Ver	1	2 3/4x2 1/2	14.90	6.25	L	5.10-3600	3.82-3600	8.00-2100	74	Y	(d)	Mag	Car	Cart	G	BPA
... LK	Generator Sets	4	Ver	1	3 1/4x3	24.89	5.64	L	5.10-1800	4.34-1800	14.90-1800	114	Y	(d)	Mag	Car	Cart	G	HEA
... CK	General Purpose	4	Op	2	3x2 5/8	38.80	6.20	L	10.10-3000	8.60-3000	10.00-3000	95	Y	(d)	BM	Car	MS	NgG	ERA
... ACK	Generator Sets	4	Op	2	3x2 5/8	38.80	6.25	L	13.80-3600	10.00-3600	20.00-3600	125	Y	Me	Mag	Car	Til	G	RA
... VB	Generator Sets	4	Vee	2	3 1/4x2 5/8	45.70	6.25	I	19.25-3600	16.20-3600	29.80-2800	140	Y	Me	Mag	Car	Zen	G	Ele
... CCK	GP, Rf	4	Op	2	3 1/4x3	49.80	5.56	L	13.60-3000	11.60-3000	27.80-1800	146	Y	(d)	Mag	Car	MS	G	HEA
... CW	Generator Sets	4	Op	2	4x3 1/2	88.00	5.50	L	20.00-1800	16.50-1800	56.30-1800	420	Y	Fb	Mag	Car	Zen	G	HE
Power Products ... AV36-2032	General Purpose	2	Ver	1	1 5/8x1 1/2	3.60	...	Re	1.30-3400	1.30-3400	1.92-3100	12 5/8	Y	Fb	Mag	Car	Til	G	R
... AH36-1007	General Purpose	2	Hor	1	1 5/8x1 1/2	3.60	...	Re	1.30-3400	1.30-3400	1.92-3100	14 3/4	Y	Fb	Mag	Car	Til	G	R
... AV36-2033	General Purpose	2	Ver	1	1 5/8x1 1/2	3.60	...	Re	1.40-3200	1.40-3200	2.00-3200	16	Y	Fb	Mag	Car	Til	G	AR
... AH36-1008	General Purpose	2	Hor	1	1 5/8x1 1/2	3.60	...	Re	1.40-3200	1.40-3200	2.00-3200	17	Y	Fb	Mag	Car	Til	G	AR
... AV47-2034	General Purpose	2	Ver	1	2x1 1/2	4.70	...	Re	1.90-3800	1.90-3800	2.67-3400	13	Y	Fb	Mag	Car	Til	G	R
... AH47-1009	General Purpose	2	Hor	1	2x1 1/2	4.70	...	Re	1.90-3800	1.90-3800	2.67-3400	15	Y	Fb	Mag	Car	Til	G	R
... AV47-2035	General Purpose	2	Ver	1	2x1 1/2	4.70	...	Re	1.80-3200	1.80-3200	2.92-3400	15 1/2	Y	Fb	Mag	Car	Til	G	AR
... AH47-701	General Purpose	2	Hor	1	2x1 1/2	4.70	...	Re	1.80-3200	1.80-3200	2.92-3400	17	Y	Fb	Mag	Car	Til	G	AR
... AH47-1010	General Purpose	2	Hor	1	2x1 1/2	4.76	...	Re	1.80-3200	1.80-3200	2.92-3400	17 1/2	Y	Fb	Mag	Car	Til	G	AR
... V47-502	Lawn Mowers	2	Ver	1	2x1 1/2	4.70	...	Re	1.80-3400	1.80-3400	2.83-3200	13	Y	Av	Mag	Car	Til	G	R
... V47-600	Lawn Mowers	2	Ver	1	2x1 1/2	4.70	...	Re	2.00-3400	2.00-3400	3.08-3200	17	Y	Fb	Mag	Car	TM	G	AR
... BV69-361	General Purpose	2	Op	2	1 3/4x1 1/8	6.90	...	Re	2.30-3300	2.30-3300	2.50-3400	27 1/2	Y	Fb	Mag	Car	Til	G	R
... BH69-372	General Purpose	2	Op	2	1 3/4x1 1/8	6.90	...	Re	2.50-3300	2.50-3300	2.50-3400	27 3/4	Y	Fb	Mag	Car	Til	G	R
... AV80-407	General Purpose	2	Ver	1	2 1/4x2	8.00	...	Re	3.40-3400	3.40-3400	5.50-3000	23 1/2	Y	Fb	Mag	Car	Til	G	R
... AH80-410	General Purpose	2	Hor	1	2 1/4x2	8.00	...	Re	3.40-3400	3.40-3400	5.50-3000	26	Y	Fb	Mag	Car	Til	G	AR
Reo ... MW-5200-7	Lawn Mowers	4	Hor	1	2 1/4x1 7/8	6.65	5.43	L	2.25-4000	1.70-3500	3.20-3500	28 1/2	Y	Av	Mag	Car	Cart	G	AR
... MW-5210-7	Lawn Mowers	4	Hor	1	2 1/4x1 7/8	6.65	5.43	L	2.25-4000	1.70-3500	3.20-3500	31 1/2	Y	Av	Mag	Car	Cart	G	AR
... MW-5220-7	Snow Plows	4	Hor	1	2 1/4x1 7/8	6.65	5.43	L	2.25-4000	1.70-3500	3.20-3500	32	Y	Av	Mag	Car	Cart	G	AR
... MW-5230-7	Lawn Mowers	4	Ver	1	2 1/4x1 7/8	6.65	5.43	L	2.25-4000	1.70-3500	3.20-3500	32	Y	Av	Mag	Car	Cart	G	AR
... MW-5240-7	Lawn Mowers	4	Hor	1	2 1/4x1 7/8	6.65	5.43	L	2.25-4000	1.70-3500	3.20-3500	27	Y	Av	Mag	Car	Cart	G	R
... MW-5250-7	Lawn Mowers	4	Ver	1	2 1/4x1 7/8	6.65	5.43	L	2.25-4000	1.70-3500	3.20-3500	32 1/4	Y	Av	Mag	Car	Cart	G	AR
West Bend ... 390	General Purpose	2	Hor	1	1 3/4x1 5/8	3.90	...	Re	1.50-3600	1.50-3600	2.30-3600	14 1/2	Y	Av	Mag	Car	Til	G	RA
... 390	General Purpose	2	Ver	1	1 3/4x1 5/8	3.90	...	Re	1.50-3600	1.50-3600	2.30-3600	14 1/2	Y	Av	Mag	Car	Til	G	RA
... 510	General Purpose	2	Hor	1	2x1 5/8	5.10	...	Re	3.00-4500	3.00-4500	3.60-4500	13 1/2	N	...	Mag	Car	Til	G	Re
... 510	General Purpose	2	Ver	1	2x1 5/8	5.10	...	Re	3.00-4500	3.00-4500	3.60-4500	13 1/2	N	...	Mag	Car	Til	G	Re
... 645	General Purpose	2	Hor	1	2 1/4x1 5/8	6.45	...	Re	4.00-4500	4.00-4500	4.60-4500	13 1/2	N	...	Mag	Car	Til	G	Re
... 645	General Purpose	2	Ver	1	2 1/4x1 5/8	6.45	...	Re	4.00-4500	4.00-4500	4.60-4500	13 1/2	N	...	Mag	Car	Til	G	Re
Wisconsin ... ACN	General Purpose	4	Ver	1	2 5/8x2 3/4	14.88	5.78	L	5.60-3600	4.50-3600	8.60-2600	76	Y	Ce	Mag	Car	MS	G	R
... BKN	General Purpose	4	Ver	1	2 7/8x2 3/4	17.80	5.22	L	6.80-3600	5.50-3600	10.80-2600	78	Y	Ce	Mag	Car	MS	G	R
... AEH	General Purpose	4	Ver	1	3x3 1/4	23.00	4.74	L	6.10-2600	4.90-2600	13.00-2000	130	Y	Ce	Mag	Car	Zen	G	R
... AEN	General Purpose	4	Ver	1	3x3 1/4	23.00	5.34	L	6.30-3400	6.64-3400	15.40-2200	110	Y	Ce	Mag	Car	Zen	G	R
... AFH	General Purpose	4	Ver	1	3 1/4x4	33.20	4.53	L	7.20-2200	5.75-2200	19.80-1400	180	Y	Ce	Mag	Car	Zen	G	He
... AGH	General Purpose	4	Ver	1	3 1/2x4	38.50	4.46	L	8.40-2200	6.70-2200	24.20-1300	180	Y	Ce	Mag	Car	Zen	G	He
... AHH	General Purpose	4	Ver	1	3 3/4x4	41.30	4.50	L	9.20-2200	7.40-2200	25.80-1300	180	Y	Ce	Mag	Car	Zen	G	He
... TE	General Purpose	4	Ver	2	3x3 1/4	46.90	6.44	L	11.20-2600	9.00-2600	27.10-1600	220	Y	Ce	Mag	Car	Zen	G	He
... TF	General Purpose	4	Ver	2	3 1/4x3 1/4	53.90	5.50	L	14.60-2600	11.68-2600	32.50-1700	220	Y	Ce	Mag	Car	Zen	G	He
... TFD	General Purpose	4	Ver	2	3 1/4x3 1/4	53.90	5.50	L	15.00-3000	12.00-3000	32.50-1700	220	Y	Ce	Mag	Car	Zen	G	He
WATER COOLED																			
Universal ... AFTC	Generator Sets	4	Ver	2	3x3 1/2	49.50	5.79	L	5.00-1200	6.00-1350	25.00-1200	385	Y	Me	BM	Car	Str	G	HE
... AFC	GS, In	4	Ver	4	3x3 1/2	99.00	5.79	L	19.00-1800	18.00-1800	53.00-1800	...	Y	Me	BM	Car	Str	G, Ng	HE

ABBREVIATIONS

*—Reduction gear model.
(a)—65 pounds per square inch.
(b)—Inclined 20° up from horizontal.
(c)—Rotary intake valve in crankcase
(d)—Flyweights on camshaft.
(f)—Inclined 45° up from horizontal.
Af—Auxiliary farm implement equipment.
Am—Amal.
AR—Automatic rewinding rope.
Av—Air vane.
Bl—Blowers.
BM—Battery and magneto.
BP—Belt or pulley.
BPA—Belt, pulley or automatic rewinding rope.
Bpe—Belt, pulley or electric.
BPE—Belt, pulley, pedal or electric.
BR—Belt, pulley or recoil.
Car—Carburetor.
Cart—Carter Carburetor Corp.
Ce—Centrifugal.
Cs—Chain saws.
CTZ—Carter, Tillotson or Zenith.
ED—Earth drills.
Ele—Electric.
ER—Electric or rope.
ERA—Electric, rope or automatic rewinding rope.
Fb—Flyball.
Fw—Flyweight.
G—Gasoline.
GP—General purpose.
GS—Generator sets.
Hbp—Hand crank, belt or pulley.
Hc—Hand crank.
HE—Hand crank or electric.
HEA—Hand crank, electric or automatic rewinding rope.
Hor—Horisontal.
HR—Hand crank or rope.
I—Valves in head.
In—Industrial.
K—Kerosene.
L—"L" head, valves at side.
Lm—Lawn mowers.
MA—Mechanical or air vane.
Mag—Magneto.
Me—Mechanical.
MS—Marvel-Schebler Carburetor Div.
MV—Mixing valve.
N—No or none.
Ng—Natural gas.
Ng G—Combination of natural gas and gasoline.
O-C—Own or Carter.
Op—Opposed.
Opt—Optional.
O-T—Own and Tillotson.
O-Z—Own and Zenith.
Pe—Pedal.
Pu—Pumps.
R—Rope.
RA—Rope or automatic rewinding rope.
Re—Recoil.
Re—Reed valves.
Rf—Refrigeration equipment.
Ro—Rotary.
Rr—Recoil or rope.
Rre—Recoil, rope or electric.
RV—Rotary valve.
Str—Stromberg Carburetor Div.
T—"T" head.
Til—Tillotson Mfg. Co.
TM—Tillotson or Marvel-Schebler.
Va—Valve.
Vee—"V" type engine.
Ver—Vertical.
Wal—Walbro.
Y—Yes.
Zen—Zenith Carburetor Div.

1957 New Passenger Car Registrations by Makes by States*

STATE AND MONTH	Buick	Cadillac	Chevrolet	Chrysler	De Soto	Dodge	Ford	Hudson	Lincoln†	Mercury	Metropolitan	Nash	Oldsmobile	Packard	Plymouth	Pontiac	Rambler	Studebaker	All Others	Total
Alabama Jan.	459	85	1483	86	52	178	1508	7	20	201	7	7	339	4	419	258	42	41	44	5,240
Arizona Jan.	158	57	628	43	21	44	655	1	12	100	6	7	157	.....	118	90	30	35	61	2,223
Arkansas Jan.	420	85	1641	64	61	245	1931	4	30	327	.....	9	416	1	539	360	48	51	22	6,284
California Jan.	3300	1419	9511	1081	786	1746	11123	45	431	2210	175	69	3110	42	3894	2679	902	522	3742	46,366
Colorado Jan.	283	97	894	88	67	186	916	10	27	186	4	13	294	6	395	206	67	69	42	3,812
Connecticut Jan.	515	179	1251	160	119	275	1422	10	43	177	16	26	425	2	616	400	116	87	210	6,059
Delaware Jan.	103	15	309	25	20	36	345	2	13	43	.....	3	88	.....	148	91	7	19	17	1,278
District of Columbia Jan.	112	117	486	64	41	82	496	2	13	70	2	1	162	2	222	101	25	12	46	2,038
Florida Jan.	1315	597	4101	237	144	732	3765	22	159	589	45	22	1212	9	1345	624	155	124	457	15,954
Georgia Jan.	764	177	3019	172	116	396	3070	1	38	384	13	18	669	5	819	595	58	78	92	10,506
Idaho Jan.	138	42	304	42	27	57	278	3	16	64	1	5	111	1	88	65	41	27	31	1,362
Illinois Jan.	3137	1022	8426	1012	715	1274	8454	36	312	1465	15	152	2679	31	3311	2148	623	425	418	38,957
Indiana Jan.	1170	343	2684	266	278	514	3318	19	104	574	4	46	915	19	1174	667	125	314	61	12,615
Iowa Jan.	568	117	1705	126	107	316	1705	9	30	353	.....	12	518	7	633	340	77	90	55	6,670
Kansas Jan.	469	134	1376	97	99	207	1438	13	28	287	3	27	456	7	502	311	64	78	43	5,659
Kentucky Jan.	413	68	1302	90	63	150	1275	5	16	208	2	6	335	2	379	232	19	27	21	4,613
Louisiana Jan.	531	149	2443	113	95	278	2450	3	41	362	4	9	652	3	759	548	28	66	37	8,571
Maine Jan.	155	40	374	18	36	67	416	10	15	67	4	8	124	.....	174	122	58	39	55	1,778
Maryland Jan.	558	159	1788	188	170	382	1788	10	34	270	18	17	518	11	927	498	67	91	70	7,564
Massachusetts Jan.	619	283	1526	230	176	295	1871	22	75	374	8	27	721	4	903	466	222	61	202	7,964
Michigan Jan.	2084	1087	5403	691	614	1217	7256	17	231	1437	34	52	2021	7	2692	1383	353	163	221	26,903
Minnesota Jan.	796	207	2070	177	172	434	2464	13	65	481	2	56	742	5	833	462	116	141	61	9,297
Mississippi Jan.	319	64	1086	48	38	92	989	.....	13	145	.....	3	265	4	284	198	11	44	24	3,603
Missouri Jan.	697	202	2590	174	161	293	2277	3	46	310	3	19	625	10	826	442	80	112	46	8,917
Montana Jan.	143	44	302	48	19	78	338	9	3	77	3	5	109	3	122	58	31	30	41	1,461
Nebraska Jan.	417	90	958	67	41	122	974	4	15	184	.....	11	265	6	362	192	40	50	10	3,748
Nevada Jan.	52	28	188	26	9	24	202	.....	18	60	1	.....	66	5	49	63	4	29	107	928
New Hampshire Jan.	73	24	222	19	30	49	260	2	11	48	4	6	73	.....	102	99	35	26	34	1,087
New Jersey Jan.	1473	659	3397	713	601	1010	3893	13	183	793	22	33	1064	16	2181	1001	178	236	329	17,795
New Mexico Jan.	127	28	404	41	25	58	413	1	9	58	2	4	138	2	105	117	16	25	13	1,586
New York Jan.	1580	566	3587	723	577	1002	4375	24	161	752	24	47	1473	9	2177	979	257	216	566	19,087
North Carolina Jan.	676	154	2064	140	147	246	2432	9	43	337	12	22	627	7	840	430	75	112	55	8,228
North Dakota Jan.	138	38	553	54	44	115	602	7	13	67	1	15	149	5	141	82	29	24	9	2,088
Ohio Jan.	2438	854	5995	886	727	1781	7278	28	220	1388	28	90	2399	17	3082	1730	274	314	248	29,776
Oklahoma Jan.	303	87	957	52	61	111	1153	1	17	170	1	7	314	7	366	216	27	41	41	3,932
Oregon Jan.	333	105	1084	96	121	188	1043	7	48	178	23	26	280	4	361	264	98	66	264	4,537
Pennsylvania Jan.	2122	784	5992	900	764	1617	5710	61	214	1247	16	97	1901	30	3809	1543	353	400	442	28,012
Rhode Island Jan.	148	72	384	67	38	83	401	9	18	71	7	14	158	5	203	97	45	28	55	1,903
South Carolina Jan.	459	88	1282	67	64	147	1603	3	7	197	4	4	346	2	466	253	20	36	13	5,001
South Dakota Jan.	206	35	600	39	36	115	590	7	12	85	2	13	158	1	198	105	39	49	20	2,310
Tennessee Jan.	683	122	2033	99	95	250	2177	5	33	340	1	11	489	6	673	347	51	52	22	7,489
Texas Jan.	2112	660	8019	411	328	727	8567	11	122	1145	21	38	2011	12	2138	1535	152	227	222	28,455
Utah Jan.	95	48	280	39	27	21	348	3	11	69	1	3	104	1	77	92	14	10	65	1,308
Vermont Jan.	84	15	182	18	12	38	188	.....	3	25	2	1	46	.....	67	47	19	9	19	775
Virginia Jan.	749	200	2246	223	187	348	2428	7	47	444	14	22	579	16	840	566	88	105	156	9,261
Washington Jan.	359	97	949	98	95	177	1248	7	34	158	24	20	287	7	375	236	115	51	298	4,615
West Virginia Jan.	308	57	941	107	66	253	914	2	24	171	1	11	200	12	435	208	41	61	33	3,845
Wisconsin Jan.	728	205	1892	172	167	353	1804	21	59	405	4	73	687	6	552	430	241	96	89	7,984
Wyoming Jan.	104	29	243	22	28	35	301	2	15	62	1	5	98	2	74	54	19	12	14	1,120
Total January, 1957	35013	11809	101116	10439	8462	18442	110454	512	3143	19215	585	1192	31787	363	41262	24015	5210	5051	9290	437,329
Total January, 1956	44803	11472	109342	9096	7496	15501	88775	974	3152	19700	313	2197	36525	2833	36945	28721	4626	7000	5177	431,648

* Data from R. L. Polk & Co. † Includes Continental.

Title, License Plate, Sales and Use Tax Information Pertaining to Motor Vehicles in Various States

State	Certificate of Title	Disposition of License Plates	Sales Tax	Use Tax on Out of State New Car Pur.
Alabama	No	Accompany Vehicle	1%	1%
Arizona	Yes	Accompany Vehicle	2%	2%
Arkansas	Yes	Accompany Vehicle	2%	2%
California	Yes	Accompany Vehicle	3%	3%
Colorado	Yes	Retained by Seller	2%	2%
Connecticut	No	Cancelled by Sale	3%	3%
Delaware	Yes	Accompany Vehicle**	None	None
D. of C.	Yes	Retained by Seller	Excise 2%	Excise 2%
Florida	Yes	Accompany Vehicle	On Accessories	None
Georgia	No	Accompany Vehicle	3%	3%
Idaho	Yes	Accompany Vehicle	None	None
Illinois	Yes	Retained by Seller	2½% + ½% City	2½%
Indiana	Yes	Retained by Seller	None	None
Iowa	Yes	Accompany Vehicle	Use 2½%	2%*
Kansas	Yes	Retained by Seller	2%	2%*
Kentucky	No	Accompany Vehicle	Use 3%	3%
Louisiana	Yes	Accompany Vehicle	Use 2% + 1% City	2%
Maine	No	Retained by Seller	2%	2%
Maryland	Yes	Retained by Seller	Excise 2%	Excise 2%
Massachusetts	No	Retained by Seller	None	None
Michigan	Yes	Accompany Vehicle	3%	3%
Minnesota	No	Accompany Vehicle	None	None
Mississippi	No	Accompany Vehicle	2%	2%
Missouri	Yes	Retained by Seller	2%	2%
Montana	Yes	Accompany Vehicle	1½ to ⅜%	1½ to ⅜%
Nebraska	Yes	Retained by Seller	None	None
Nevada	Yes	Accompany Vehicle	2%	2%
New Hampshire	No	Retained by Seller	None	None
New Jersey	Yes	Retained by Seller	None	None
New Mexico	Yes	Accompany Vehicle	Excise 1%	Excise 1%
New York	No	Retained by Seller	None	None
North Carolina	Yes	Accompany Vehicle	1% (Max. $80)	1% (Max. $80)
North Dakota	Yes	Accompany Vehicle	Excise 2%	2%
Ohio	Yes	Retained by Seller	3%	3%
Oklahoma	Yes	Accompany Vehicle	Excise 2%	Excise 2%
Oregon	Yes	Accompany Vehicle	None	None
Pennsylvania	Yes	Retained by Seller	3%	3%
Rhode Island	No	Retained by Seller	2%	2%
South Carolina	No	Accompany Vehicle	3%	3%
South Dakota	Yes	Accompany Vehicle	2%	2%
Tennessee	Yes	Retained by Seller	3%	3%
Texas	Yes	Accompany Vehicle	1 1/10%	1 1/10%
Utah	Yes	Cancelled by Sale	2%	2%*
Vermont	No	Retained by Seller	None	None
Virginia	Yes	Retained by Seller	None	None
Washington	Yes	Accompany Vehicle	3½%	3½%
West Virginia	Yes	Retained by Seller	Privilege 2%	Privilege 2%
Wisconsin	Yes	Retained by Seller	None	None
Wyoming	Yes	Retained by Seller	2%	2%

* Use Tax not required if equivalent Sales Tax was paid in State of purchase.
** Or Seller may retain same plate. Fee, $5.00.

Compiled by the and reprinted with permission of
CHICAGO AUTOMOBILE TRADE ASSOCIATION

$25
FOR THE KINK OF THE MONTH

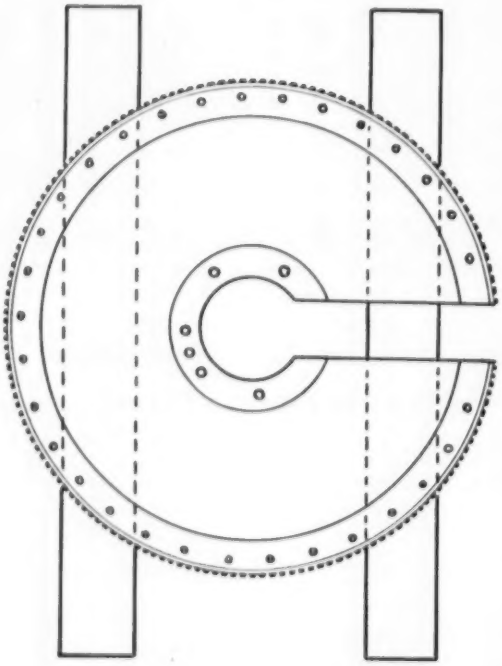
TIME AND WORK SAVING IDEAS ON CARS AND TRUCKS CAN PAY OFF. SEND YOURS IN NOW!

SHOP KINKS

$7.50
FOR EACH KINK PAID

Handy Press Block to Remove Rear Axle Bearings

$25 KINK OF THE MONTH



Here is a simple way to make a press block for removing rear axle bearings of the ball bearing type. Take a discarded hydramatic flywheel and cut a slot 2¾ inches wide from the edge to the center. Slip it under the bearing retainer and press the bearing off. This method works very well in '55 Chevrolets. ***Phil H. Darner, P. O. Box 146, Riverbank California.***

Remedy for Engine That Stalled on Stops and Turns

We have had a lot of complaints on engines stalling on sharp left turns and quick stops. I find that the remedy I am suggesting will correct 90 per cent of these complaints. Here are the causes of stalling and the remedy. This applies to four barrel or four jet Rochester carburetors. On left turns the gas flows to the right side of the carburetor. It runs through a side channel from the rear float chamber to the front chamber and momentarily floods engine out. The same thing happens on quick stops. So I just plug up the two small holes leading to the outside channel. Set the float level to MFG specification. Small screws are used for this job. *R. M. Page, 2855 Lowell Avenue, Jacksonville, Florida.*

How to Make an Inexpensive Light Stand

To make a very inexpensive and yet a good light stand which can be used for under hood or under car work, I took a ½ inch thin wall conduit for the stand and used a discarded disk block for the base. This was done by welding 2 pipe couplings that just fit over the conduit. The lamp can be held at any position by the threads in the

(*Continued on page* 110)

FOR LONGER LONGER LIFE

INSTALL PERFECT CIRCLE

2-IN-1 CHROME PISTON RINGS

One sure way to win satisfied customers is to install PC 2-in-1 Chrome Sets. More than double life of cylinders, pistons and rings is assured because BOTH the top compression ring and the oil ring are plated with thick, wear-resisting solid chrome.

Top compression ring was specially designed to perform where pressures are greatest, heat is highest, lubrication is poorest.

Type "98" Chrome oil ring was specially designed to provide positive oil control for today's high-compression engines. Self-expanding spacer assures uniform pressure against cylinder wall, plus a side-sealing action on the ring groove.

PC 2-in-1 Chrome piston rings seat faster because they are lapped in at the factory. For longer life with sustained power, lasting oil economy and sure customer satisfaction, be sure to install PC 2-in-1 Chrome sets in your customers' engines. Perfect Circle Corporation, Hagerstown, Indiana; The Perfect Circle Co., Ltd., 888 Don Mills Road, Don Mills, Ontario.

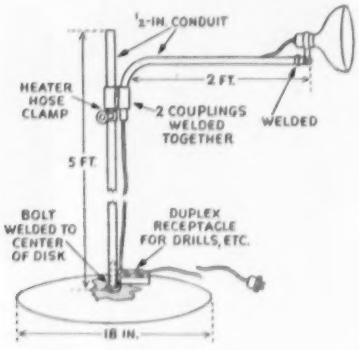
Don't miss your Doctor of Motors Clinic!

Sponsored by your PC Jobber, the Doctor of Motors Clinic is packed with facts of great benefit to you. Plan to attend the next one. For your added interest and enjoyment, you'll see the exciting movie of the latest Indianapolis 500-Mile Race.

PREFERRED BY MORE PEOPLE THAN ANY OTHER BRAND!

Shop Kinks . . . . . Continued from page 108

couplings and locked at any position by the use of a heater



hose clamp. The reflector is aluminum and can be purchased at any hardware store. This lamp is very light in weight and is almost impossible to upset. It can swivel 360 degrees and can slide all the way down or all the way up. *Wilfred Heitritter, Box 13, Melvin, Iowa.*

Time Saver for Removing Starter on 1954 Fords

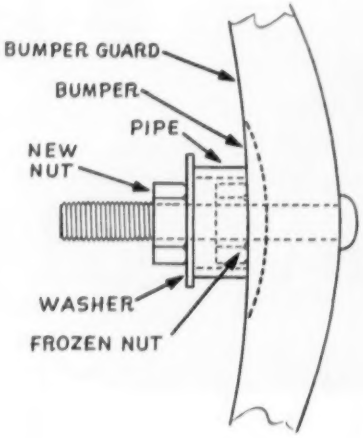
We have a time saver when removing the starter on 1954 Fords. We find that after removing the mounting bolts, the starter does not have sufficient clearance to be withdrawn. We remove the dust cover on back of the Bendix and then remove the Bendix drive. Slide the starter assembly out while removing the Bendix drive. *Bert Parsons, Car Conditioning Co., 4807 Brown Street, Phila., Pa.*

Easy Way to Remove Rear Transmission Bushings

Here is an easy and practical way for removing rear transmission bushing on Fords. Remove propeller shaft brake cross shaft. Remove grease seal and lock mainshaft in gear so that slot is directly above oil return. With an "Alway" saw, cut completely through the bushing. Then insert screwdriver in oil returns to break the bushing. Bushing can be removed with hooked wire. Replace with driver made of a piece of pipe, the same diameter as the bushing. An old Chevrolet wheel cylinder works well. *S. B. Sampson, Morgan Highway Garage, R. D. #1, Scranton, Pennsylvania.*

Handy Way For Tightening Up Bumper Guard

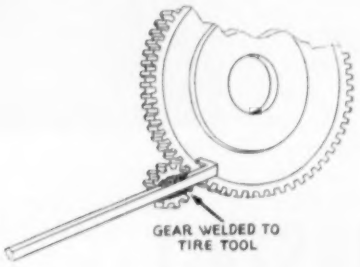
We have a lot of cars that come into our shop with rattles in the front end. The first thing



we check is the bumper and guards. Eight out of ten cars show that it is the guards that are making the noise. The bumper guard retaining bolts are usually rusted up so tightly that the bolt shoulder will turn in the guard and you can't tighten them up to stop them from rattling. To save some time and trouble take a piece of pipe that will fit over the old nut and is somewhat longer than the thickness of the frozen nut. Then you put a washer on the pipe and a new nut. This way a person can ignore the frozen nut and the guard will become tight. *Arlow VandenBurg, Box 306, Power Lake, North Dakota.*

Tool Made to Help Turn the Flywheel

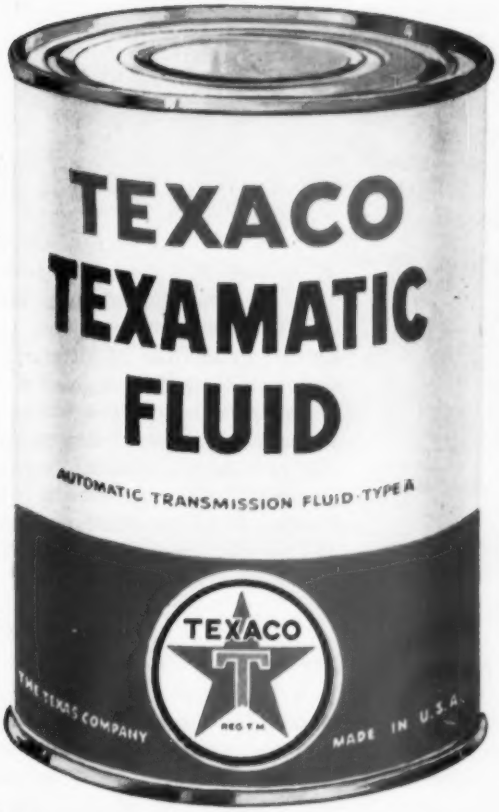
Chevrolet flywheel ring gears often get worn and sharp. I have made a tool which will be of help in turning the flywheel without using your hands. Take a flat tire tool, bend the flat end into an "L" shape, take a gear from a Chevrolet starter drive and weld the gear to the flat end of the tire tool. This provides leverage to turn the flywheel without cutting or skinning your hands. *L. Thermon, c/o Carls Garage, Box 13, Thompsons, Texas.*



If you have an original idea for a special tool, a short cut on a job or any trick of value to others, write it down and if necessary make a rough sketch. Just make it clear. Send it to Motor Age. If your Kink is used it may bring you $7.50 or $25. All entries become the property of the Chilton Company. Because of the quantity of entries sent in, none can be returned.

NEEDED

by cars that "shift for themselves"



Automatic transmissions are expensive. They require the finest lubrication protection they can get.

And that is just what Texaco Texamatic Fluid gives!

The proof . . . Texamatic Fluid is the one which has been most widely used by the manufacturers of automatic transmissions.

Texaco research has worked closely with manufacturers from the very beginning in developing the finest type of lubricant for this type of service.

The high quality of Texamatic is one reason why millions of motorists prefer Texaco Dealer automatic transmission service.

The result is extra income and extra profit for Texaco Dealers.

THE TEXAS COMPANY

No wonder TEXACO DEALERS are such busy dealers!

SHOW NEW PRODUCTS WINDOW

Valve Assortments

Two new valve assortments have been introduced by the manufacturer. The assortments are said to contain valves, extensions and tools for servicing tubless tire valves. They are packaged in blue-tinted, transparent styrene cases. Included in the kit is a Wheel Chart which provides the information needed to identify the type of car wheels and the recommended valve practice. *Write: Dill Manufacturing Company (M.A.), 700 East 82nd Street, Cleveland, 3, Ohio.*

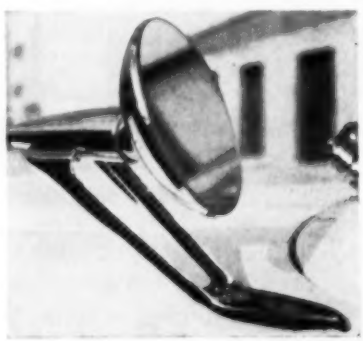
Tire Bead Breaker

A new tractor tire bead breaker which is said to break the bead of various size tractor tires from 7.00-20 through 30.00-33 has been introduced by its manufacturer. According to the company, the bead breaker can be used in "hard to get at" places. Tire removal can be made without hammering and

pounding. This bead breaker, the company states, eliminates not only damage to tire rim and bead, but also prevents bodily injury due to lifting unwieldy tractor tires in and out of trucks. A Creston wrench is required to turn the plunger as it forces the bead to break away from the rim. *Write: O.K. Service Supply Co. (M.A.), 5150 So. Santa Fe Drive, Littleton, Colorado.*

Rear View Mirror

A fender mounted rear view mirror has been designed for the '57 models. The mirror has an



adjustable head containing the round glass mirror, a tapered cylindrical holder for the mirror assembly, and a mounting plate with twin supporting struts for the mirror and holder. According to the manufacturer the three piece design allows interchangeability of parts if replacement of any one should become necessary. It is said that the mirror is suitable for mounting on both left and right front fenders. *Write: Parts Division, Chrysler Corporation (M.A.), P.O. Box 1718, Detroit 31, Michigan.*

Ratch-A-Dapter

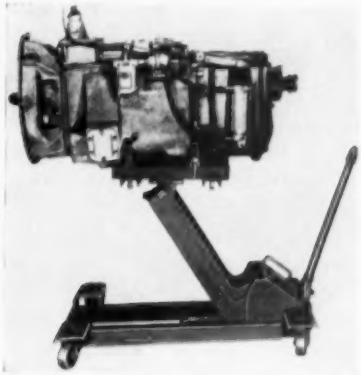
A new tool called the Ratch-

A-Daptor, M-8 is being introduced by its manufacturer. This tool, it is said, converts any ¼" drive handle into a ratcheting tool and is compact, useful in close clearance operations and is reversible. The company claims that the tool will also convert the standard spin handle to a fully reversible ratcheting tool. *Write: Herbrand Tools (M.A.), Fremont, Ohio.*

Hydraulic Jack

A hydraulic truck transmission and differential handler has been designed with a rated capacity of 2,000 lbs. It is said that its universal adapter can be adjusted to any requirements. The jack, according to the company, has a front-to-back tilt of 51½ degrees and raises from 6¾ to 30¾ inches to provide the convenience when transferring heavy units to bench or fixture

level. It weighs 208 lbs and is built of heavy gauge steel and malleable iron. Four caster



wheels allow the jack to be positioned and dollied with a capacity load. *Write: Auto Specialties Mfg. Co. (M.A.), St. Joseph, Michigan.*

Soldering Flux

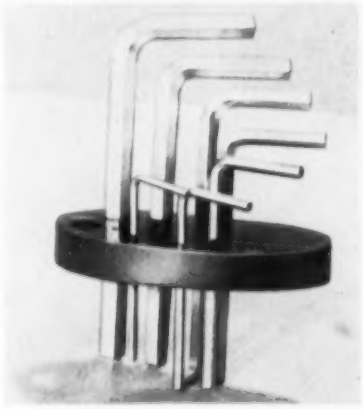
A non-acid flux for soldering is being introduced for soldering copper, brass, steel and terneplate. According to the manufacturer, it is fortified with spirits of metal which reacts on solder to increase the fluidity and spread factor. This flux is said to contain alkaline buffers. The company states that the wetting action of the flux makes possible penetration of dirt, oil and grease so that a uniform envelope is formed, giving even tinning action. The flux, it is said, will withstand a wide temperature range without oxidizing and is soluble in water. *Write: Farrelloy Company (M.A.), 1245 North 26th Street, Philadelphia 21, Pa.*

New Detergent

A new detergent, Du Pont No. "7" Motor Oil Additive, is now being marketed. According to the company M.O.A. prevents sludge deposits at both high and low temperature driving. One pint, it is claimed, added with each oil change will help to reduce oil consumption, eliminate sludge and varnish formations and clogged oil screens and filters. It is said to promote a free flow of oil through the engine, maintain free action of rings and valves and lessen hydraulic valve and lifter action noise. *Write: E. I. Du Pont De Nemours & Company, Incorporated, Petroleum Chemicals Division (M.A.), Wilmington, Delaware.*

Wrench Holder

A new holder for L type hex wrenches has been introduced. It is made of plastic material which the company claims is not effected by grease, oil or acid.



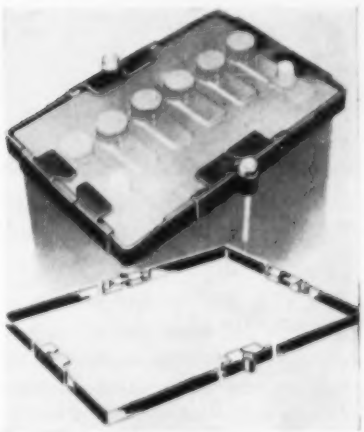
The holder it is said, keeps the wrenches intact and helps to make proper wrench selection easy. The holes in the holder are slightly under size so that the wrenches are held in place yet are easily pulled out of the holder. According to the company, two selections are available: one, a seven key selection size 5/64 inch—¼ inch, the other a 10 piece selection, sizes .050 inch thru 5/16 inch. *Write: Hunter Tool (M.A.), Box 564, Whittier, California.*

Ignition Tester

An ignition output tester has been introduced which it is said, can make tests of coil, condenser, reversed polarity, secondary circuit connections, radio suppressors, resistance in ignition primary circuit and spark plug wire leakage or breakwire leakage or breakdown. The unit, the company states, comes complete with accessories, including "T" adapter for making connections to distributor, straight adapter for connection to individual spark plug wires, jumper wire for grounding out generator during tests, and high tension pliers for removing spark plug wires. *Write: Kal - Equip Company (M.A.), Box 567, Kalamazoo, Michigan.*

Battery Holddown

A new universal holddown for 6 and 12 volt batteries has been introduced. According to the manufacturer, the holddown is built of heavy-gauge steel, with new protective coating that resists destructive elements. The holddowns come in adjustable sizes from 5½" x 8¾" to 7½" x 14½". They will fit over most battery installations it is said.



Write: Well Manufacturing Corporation (M.A.), Fond du Lac, Wisconsin.

Brake Fluid Warning

An automatic device which is said by its manufacturer to signal loss of fluid and pressure in the master cylinder of passenger car brake systems is being

(*Continued on page* 186)

good practice to inspect the underside of the intake valve heads. If the intake valves are wet with oil it would indicate that part of the oil consumption is either coming through the valve guides or some accessory connected to the manifold. The degree of valve wetness will have a bearing on the amount of oil consumed. Inspecting the valves and correcting the condition, which is causing the wetness, will usually cure an oil burner.

On most overhead valve V-8 engines neoprene seals are used on the intake valve stems to prevent the oil from running down the valve stems. These seals should be renewed every time valves are removed.

Worn rocker arm bushings and worn rocker arm shafts will also increase the oil consumption.

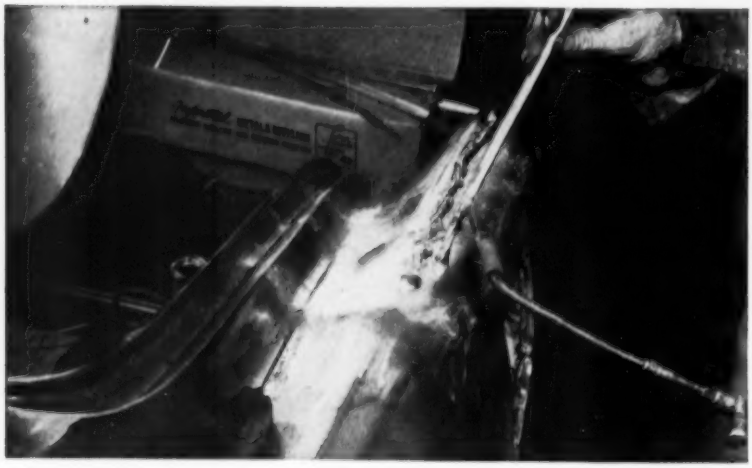
The increase in clearance between the shaft and the bushing provides a greater opening for the oil to flow through. Consequently, the greater the opening the greater the quantity of oil the assembly receives. Part of the excess oil may run down the rocker arm to the valve stem and if the oil is not shielded from the valve stem it will be drawn through the valve guide into the combustion chamber where it is burned. Oil consumption under these conditions can be corrected by restoring the parts of the rocker arm assembly to proper clearances.

In old cars where rebuilding the cylinder head isn't practical, restricting the flow of oil to the rocker arm assembly or shielding the oil from the valve stem by an improved method is a satisfactory procedure. The relationship of the hole in the rocker arm shaft to the rocker arm also has a definite influence

(*Continued on page* 116)

"I say 57 will be one of the biggest years in auto history . . . and woe to the guy who makes a liar out of me. . . . ."

Autobody repair takes Craftsmanship . . . and Good Materials!



Thousands of fine body repair shops throughout the United States use Federated's Star Body Solder exclusively. It is a premium product designed specifically to produce better results faster.

The familiar Star shape is more than a trademark. It has these four advantages:

1 — It requires less heat to melt . . . is less apt to distort thin panels.

2 — The bar is easier to handle and hold.

3 — Because the Star shape is exposed to the torch in thin points it melts easier and faster.

4 — It saves waste. Solder flow is more easily controlled. It does not run off the work.

Let your jobber tell you more about Star Body Solders. Or write us directly for details.

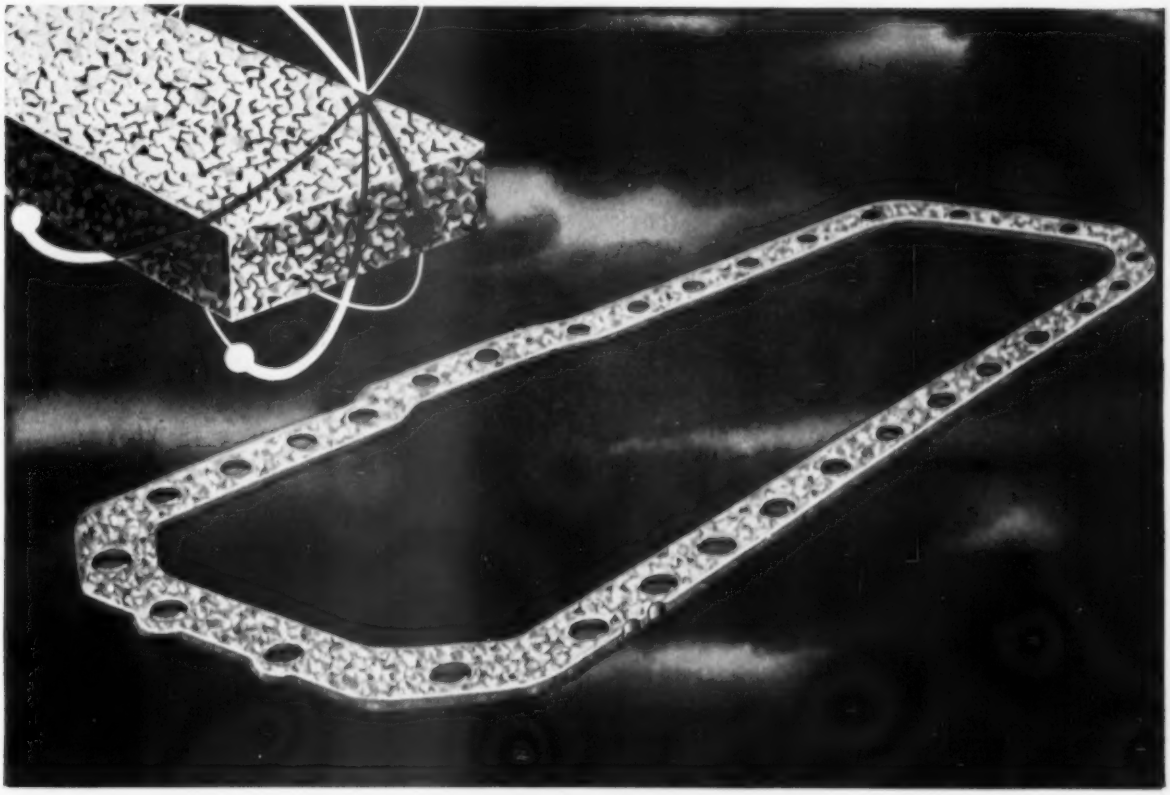
Federated Metals ASARCO

Division of

AMERICAN SMELTING AND REFINING COMPANY

120 Broadway • New York 5, N.Y.

In Canada: Federated Metals Canada, Ltd., Toronto and Montreal



Electronic Baked Cork—the secret of better sealing with Armstrong-Victor Gaskets

Maximum uniformity of density . . . of tensile strength . . . of compression and recovery range . . . assured by this exclusive A-V process

Electronic baking cures cork composition in minutes while the old steam method takes hours. It cures thoroughly and evenly from inside out. It prevents over-curing on the outside of mats before the inside is done as frequently happens with steam baking.

Yes, electronic baking means better, more uniform quality cork gaskets—yet with no increase in price.

Density More Uniform—Curing cork this modern A-V way produces 6 times more uniform density in composition structure.

Greater Uniform Strength—Uniform density in cork assures uniform tensile strength. Electronic baking increases this strength about 10% and adds flexibility. It gives A-V gaskets greater resistance to cracking and breaking.

Uniform Sealing Power—Steam-baked cork shows up to 20% variation in compression and recovery tests. A-V's electronic process scores almost 100% uniformity. It preserves more of cork's natural resilience. That's why A-V gaskets seal tighter, last longer.

Factory Fresh from Your Victor Wholesaler—He stocks A-V gaskets in sets and individual parts for all your needs. Ask him to show you the clean die-cutting, the truly round holes and accurate dimensions of A-V gaskets. You'll take nothing else. Victor Mfg. & Gasket Co., P. O. Box 1333, Chicago 90, Ill. In Canada: Victor Mfg. & Gasket Co. of Canada, Ltd., St. Thomas, Ont.

Only genuine A-V Replacement Gaskets have this trademark—the 2 notches.

Armstrong-VICTOR

The 100% Coverage Line—for Cars, Trucks, Tractors, Stationary Engines

on the amount of the oil the rocker assembly receives.

This is true after some wear takes place. If the hole in the rocker arm shaft through which the rocker arm receives its lubrication is placed to the bottom side of the rocker arm the restriction through which the oil is pumped remains the same. Due to the tension of the valve springs the rocker arm is held against the lower part of the shaft. This restricts the oil flow from the shaft. If the hole in the rocker arm shaft is placed toward the top of the rocker arm the restriction becomes less as the shaft and bushing wears. This will permit more oil to escape and may result in oil consumption.

It is vitally important that the rocker arm shafts be installed as the engine manufacturer recommends. After a set of piston rings has scuffed or scored the cylinder the oil consumption of the engine will be increased. In most cases it will be necessary to rebore the engine and fit it with oversized piston rings and so forth.

LOW...BUT BEHOLD!
JOYCE
H-master frame lifts
Handle ALL '57 cars!
Joyce H-Masters and Adapters bought several years ago are handling all 1957 cars without modification—proof of Joyce far-sighted design that protects your lift investment.
The H-Master Frame Lift assures greater under-car accessibility for fast, profitable maintenance and relaxed wheel suspension for faster, better lubrication. One-wheel locator gives fast, accurate car spotting. Where necessary to use auxiliary support pads (light trucks, sports cars and wide or "X" frame cars), Joyce lightweight, single-unit aluminum Universal Adapters are unsurpassed.
Because of extremely long wheel base of series 75 and 86 Cadillac—these two models cannot be handled on any frame contact lift.
CALL YOUR JOYCE JOBBER TODAY!
JOYCE LIFTS
THE JOYCE-CRIDLAND CO.
U.S.A.: DAYTON 3, OHIO
CANADA: Midland Foundry & Machine Co., Ltd., Midland, Ontario

Scoring, Scuffing Problems

Anytime an engine is taken apart and scuffing and scoring is found on the rings and or pistons the cause must be found before replacing any worn parts.

Scuffing is a condition that is found after two rubbing surfaces reach the melting point of the material, allowing a small quantity of the melted material to transfer from one to the other. This condition is usually caused by excessive amount of heat at the rubbing surface. The cause may be from lack of water, overheating or low oil pressure.

Blow-by Problems

Sometimes after a piston ring installation the customer complains of blow-by. These fumes are objectional and their presence in the car is a legitimate complaint. There is always some blow-by in an internal combustion engine. The amount of blow-by however depends upon the condition of the engine and the piston ring combination used. Usually there is more blow-by in an engine that has excessive cylinder taper and distortion than in one that has good cylinders.

But if the crankcase ventilating system is open and functioning properly the blow-by fumes should be carried out of engine and exhausted in such a manner that the inside of the car is

(*Continued on page* 118)

SUPPOSE YOU WERE BOSS OF U-M-S...

As head man wouldn't you see that your distributors and dealers had the "last word" in service information, procedure, and technical assistance? Sure you would, because you know how necessary this information is to automotive servicemen. That's exactly the way U-M-S feels!

This is an age of rapid improvement and advancement, and the serviceman who isn't up on the latest service procedures is operating at a disadvantage. To prevent this U-M-S has a well-planned program to keep dealers aware of new service techniques. In part, this consists of technical bulletins, service manuals and catalogues. In addition, United Motors conducts service classes in all the General Motors Training Centers across the country for the benefit of dealers everywhere.

Wouldn't you do the same, if you were boss of U-M-S?

TUNE IN . . . ON TV . . . *Award winning "Wide Wide World" on NBC Network.* ON RADIO . . . *Lowell Thomas Newscast on CBS Network. See local listings for time and station.*

AVAILABLE THROUGH YOUR UNITED MOTORS DISTRIBUTORS

DELCO-REMY starting, lighting, ignition • **DELCO** brake parts and fluid • **GUIDE** lamps • **PACKARD** cable products • **INLITE** brake linings
HYDRA-MATIC transmission parts • **DELCO** electronic parts • **MORAINE** engine bearings • **DELCO** automotive motors • **AC** gauges, speedometers
MORAINE gasoline filters • **DELCO** shock absorbers • **ROCHESTER** lighters • **NEW DEPARTURE** ball bearings • **HYATT** roller bearings
HARRISON thermostats • **ROCHESTER** carburetors • **KLAXON** horns • **HARRISON** radiators and cores • **DELCO** batteries

GM
GENERAL MOTORS
PARTS SALES
UNITED MOTORS SYSTEM

free from such gases. If for any reason the breather tube that projects below the engine compartment should become clogged the normal flow of air through the crankcase would be stopped.

The oil filter pipe then is the only open channel of escape for the blow-by gases. When these are exhausted through the engine compartment they may find a way through the openings in the fire wall into the passenger area. The lower part of the breather tube on some makes and models of engines is often filled with a fine wire mesh. It is held in place by a cotter pin. Occasionally the wire mesh becomes clogged with slush, dirt and carbon from the engine. This prevents the engine from breathing normally and forces the crankcase gases into the engine compartment.

Before taking the car apart these tubes should be fairly cleaned and reinstalled and the car driven to determine if cleaning the breather tube eliminated fumes in the car. If the wire mesh is discarded, a new one should be installed otherwise the flow of air through the engine would not be restricted and the velocity of the air might be great enough at high road speeds to carry drops of oil out of the engine. The quantity of oil that may escape in this manner can be excessive. The same breather tubes can also cause an oil leak at the timing case cover and the rear main bearing. The reason for this is the crankcase pressure builds up and forces the oil out at these spots.

The human race seems to have improved everything except people.

Oil Pump

The oil pump and relief valve and the clearances of the main and connecting rod camshaft bearings play a very important role in the successful operation of any engine. If an engine fails to provide satisfactory performance after being overhauled the failure may be due to an unbalanced lubrication system. An unbalanced lubrication system is one where only some of the parts and clearances function in the lubrication of the engine or return to within the original specifications.

Low oil pressure may result from one of several conditions such as clogged oil pump screen, worn oil pump gear, and or

(*Continued on page* 120)

Sell to this big extra market!

Every car with just "warning lights"
needs these STEWART-WARNER
AMMETER and OIL PRESSURE GAUGES!

For completely safe, dependable engine operation, your customers need these famous Stewart-Warner gauges.

Warning lights tell only *half* the story! They just indicate that generator is not working – or that there is little or no oil pressure. But a Stewart-Warner ammeter instantly tells the actual RATE of current flow, indicates need for adjusting voltage regulator, prevents overcharging or undercharging battery! And an oil pressure gauge tells EXACT oil pressure in pounds, at any engine speed–helps assure safe engine operation!

Fill your customers' needs for adequate engine protection. Make more sales, increase profits, with this quality-built Stewart-Warner package unit!

Call your jobber today, or write for free catalog!

STEWART-WARNER
Dept. AD-47, 1840 Diversey Parkway, Chicago 14, Illinois

This dealer assortment puts you in business for only $33.60 list!

STEWART SW WARNER

- 4 complete gauge and panel kits — retail price each, $8.40
- 1 free display rack
- 1 free window banner

And Stewart-Warner backs you up with national advertising in the Post, Popular Mechanics, Popular Science, Hot Rod, and Motor Trend!

WHEN YOU NEED A TOOL...

'PHONE YOUR *New Britain* JOBBER!

REMEMBER! any Tool you ever need is no further away than a 'phone call to your NAPA Jobber! Ample stocks of the basic New Britain Tools you use every day — Sockets, Drive Parts, Wrenches and Pliers, *PLUS* scores of other specialized Tools for Body Work, Ignition, Valve, Piston and all engine repairs are ready for YOU. And, when you call your New Britain Jobber for *any* Tool, you can be dead certain you'll get the best. For, New Britain Tools are designed *by* mechanics *for* mechanics to make your job easier and faster.

Check YOUR Tool Kit right now, just pick up the 'phone and call your Jobber . . . get that New Britain Tool you've been needing and intending to buy. It will make money for you.

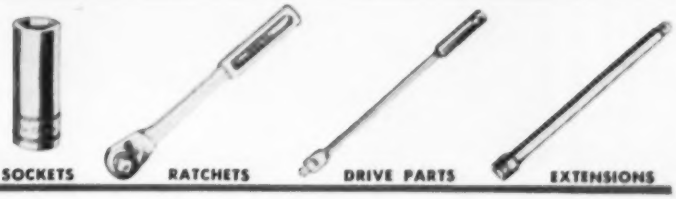
Here are the famous New Britain Automatic Transmission Tools that have opened up big profits in automatic transmission service —

NEW FORDOMATIC SERVICE TOOL BOARDS

All the Tools you need for FORDOMATIC External and Internal service and repairs. Ask your Jobber about this money-making set-up, PLUS Tools for Hydra-Matic and other transmissions!

FAMOUS *New Britain* SETS

Good Tool Sets in the hands of good Mechanics — that's a New Britain tradition! There are many to choose from, as big and diversified as your needs demand. They cost very little on easy, pay-as-you-profit payment plans. Ask your Jobber.



NAPA

New Britain HAND TOOLS

THE NEW BRITAIN MACHINE CO. • NEW BRITAIN, CONN.

housing, bearing clearances greater than the maximum allowable or a weak oil relief valve spring. Insufficient oil supply from the pump to the engine bearings whether caused from a worn pump or a clogged screen will result in insufficient oil being thrown from the connecting rod journal under the cylinder walls.

Without sufficient lubrication, the piston rings and cylinder walls will scuff and if conditions are severe enough the rings and cylinders will score. When this occurs the seal between the faces of the ring and cylinder walls is broken and oil can then pass the rings into combustion chamber where it is burned. Also loss of power and excessive oil consumption results from this type of failure.

Today the correct connecting rod bearings clearance is .0005 to .0015, just half of that a few years ago. In some engines bearing clearances slightly above the maximum by recommendation have little affect on oil consumption, but in other engines clearances of .001 to .0015 greater than the maximum recommended clearance will result in high oil consumption.

It should be a must on every overhaul job that the bearing clearance be checked. To check this there are several ways of doing it. One is the plastigage which is available. Also installing undersized bearing is another correction. The main bearings as well as the connecting rod bearings should be checked for proper running clearance because if new connecting rod bearings are installed and the main bearings are left with excessive clearance the lubrication oil will escape at the main bearings and be choked off at the rod bearings.

This may also lead to cylinder starvation and consequent engine failure. Excessive main and camshaft bearings clearance can also account for low oil pressure particularly at idling speeds. If oil pressure is lower than specified by the engine manufacturer and the oil pump, screen and relief valve are in good order, it is very possible the oil pressure is due to excessive camshaft main and connecting rod bearing clearances.

The excessive clearance permit the oil to flow through the engine without any restriction.

A man owes it to himself to become successful. Once successful, he owes it to the Bureau of Internal Revenue.

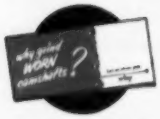
Put This "PRO" in Your PROfits

CAMSHAFT GRINDING

Another Money-Making Service from Your VAN NORMAN Jobber!

Camshaft grinding is one of the fastest growing operations in Dealer repair services today! BECAUSE, it restores original engine power, provides smoother idling, reduces valve noise, reclaims fuel pump eccentric and increases the life of any rebuilt engine. No engine you overhaul is complete without it! NOW, you can get this needed, wanted service on all types of gasoline and Diesel engine camshafts from your VAN NORMAN Jobber. He has the Precision Machining Equipment to *re-grind the average camshaft for half the cost of a new shaft!* Write and we'll tell you where you can get this fast, economical service from a shop near you. Van Norman Automotive Equipment Company, Springfield 7, Mass., U. S. A. A Division of Van Norman Industries, Inc.

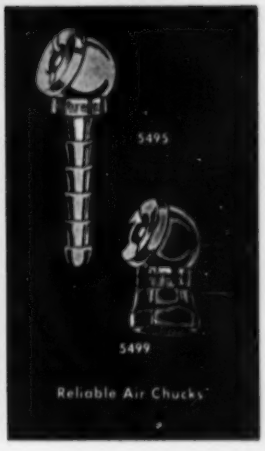
Write:
for this little Booklet about profitable Camshaft Grinding. It's FREE . . . *Send for it* NOW!



VAN NORMAN

PRECISION VAN NORMAN MACHINING IN MODERN, EFFICIENT SHOPS—EVERYWHERE!

New! Genuine Schrader Chuck Gauge
with replaceable gauge unit
Comfortable Grip—shaped to fit the hand
Accurate Gauging—continuous visibility of easy to read calibrations—Gauge Unit replaceable in a few seconds
Ease of Operation—Single push-button control of all three —Gauging—Inflating—Deflating
Operating Valve with "O" ring construction—long life—replaceable
Tough Nylon—molded in one piece—built to last and last!
Dual Foot or Single Foot—wear and oil-resistant Hose Units replaceable
The New Schrader #3650 Type Chuck Gauge



Everything you need to keep your airlines profit lines

Your airlines are money to you! These genuine Schrader Products help you give complete and accurate tire service. Install a new Schrader Chuck Gauge, *with replaceable gauge unit*, in all your strategic service areas. Teamed with Schrader Couplers and Adapters, this new Chuck Gauge adds up to the kind of service that saves steps, time, trouble . . . keeps your customers coming back to you.

Remind your customers of the importance of proper tire inflation, it's a key part of your "Certified Air Service" program. Use Schrader Gauges and all Schrader Air Products—keep your air service up-to-date. Order from your supplier today.

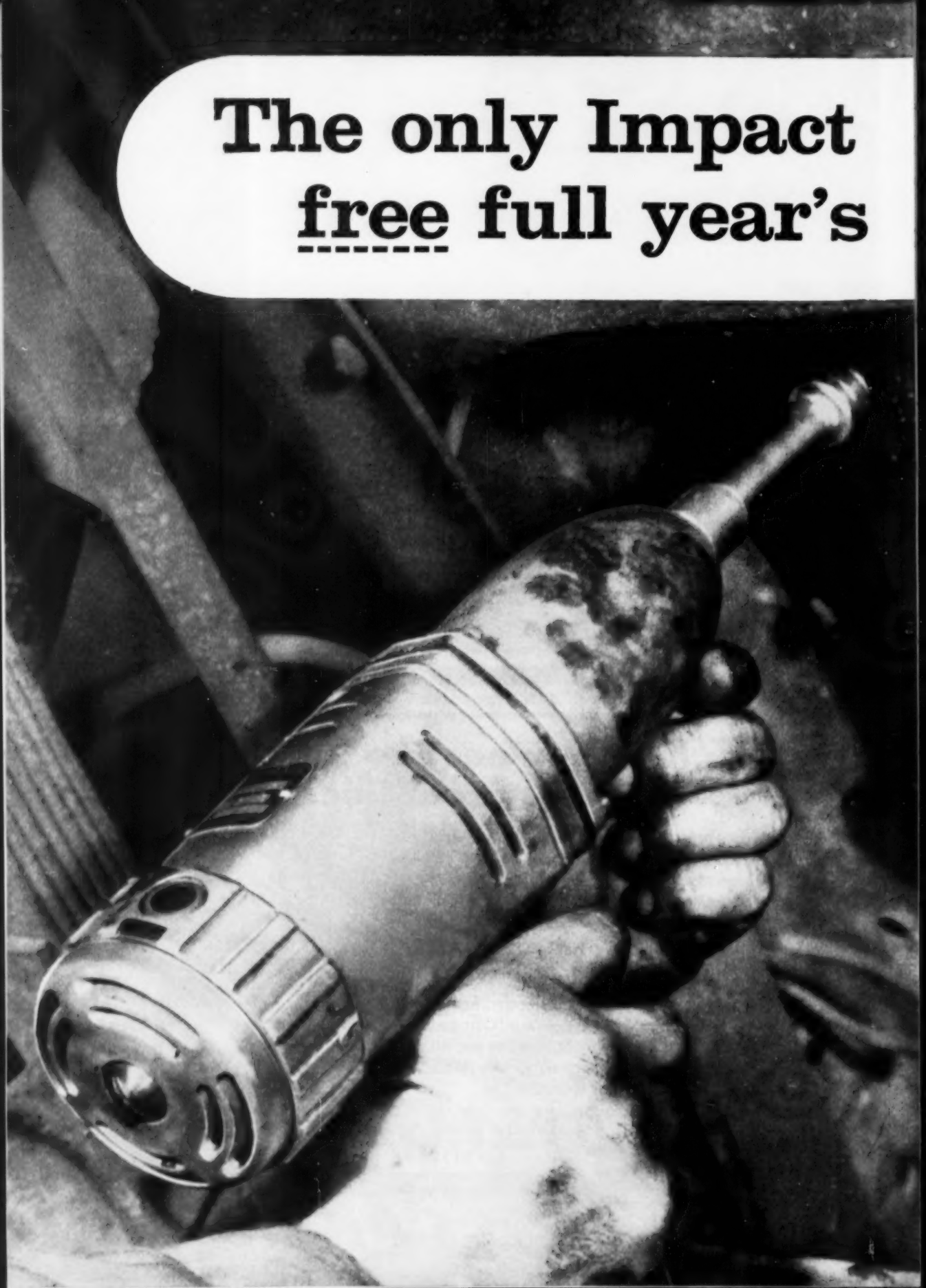
5060A—Sell them for customer use
77507—Handy "dipstick" type Tire Gauge
81048—The Gauge that "certifies" your airlines
71988H—All purpose Service Gauge
Gauges you need for better Air Service

A. SCHRADER'S SON
Division of Scovill Manufacturing Company, Incorporated
470 Vanderbilt Avenue, Brooklyn 38, New York

Schrader®
ESTABLISHED IN 1844

FIRST NAME IN TIRE VALVES
FOR ORIGINAL EQUIPMENT AND REPLACEMENT

The only Impact free full year's



Wrench sold with Service Certificate!

Your best guarantee of POWER-BUILT ruggedness

You can't ask for stronger proof of ruggedness than the *free* full year's service certificate covering every Black & Decker Heavy-Duty Impact Wrench. No other manufacturer dares make this offer—because no other impact wrench runs as cool, lasts as long, performs so well.

This tool is really *power-built!* Patented armature construction, heavy-duty ball bearings throughout, precision machined, heat-treated impactor and anvil—all extra tough, extra durable. In tests, we compressed its impactor spring 100 million times—ran the tool continuously over 600 hours—with no sign of failure.

Add faster work and easier handling—and it's a cinch to see why it will pay you to try this tool yourself at your nearby Black & Decker distributor. THE BLACK & DECKER MFG. Co., Dept. 5104, Towson 4, Md. (In Canada: 80-86 Fleet St., E., Toronto 2, Ont.)

YOURS for ONLY $10.00 per MONTH

You pay out of profits!

You can own a Black & Decker Heavy-Duty Impact Wrench for as little as $10.00 per month. That means you pay out of profits—in time saved per job—in more jobs per day. Ask your B&D distributor about his easy payment plan.

You get these extra benefits!

Those low monthly payments are only one advantage of buying this Heavy-Duty Impact Wrench through your B&D distributor. You also get a credit group life insurance policy that guarantees *full payment* of any unpaid balance. You get full fire and theft insurance. You don't need a co-signer. And you're not penalized for advance payment.

Black & Decker Heavy-Duty Impact Wrench Kits

These convenient assortments save time on the job. Sturdy steel carrying case protects tool and equipment, keeps everything handy, prevents loss. Kit No. 640 includes Heavy-Duty Impact Wrench, right angle attachment, collet-type chuck with wrenches, extra collet, universal joint, adaptor, 10" extension, and 6 hex sockets (1/4" to 13/16"). *Kit No. 645 does not include right angle attachment, collet type chuck or extra collet.*

Look Under "TOOLS-ELECTRIC" in Yellow Pages

Leading Distributors Everywhere Sell

B&D Black & Decker®

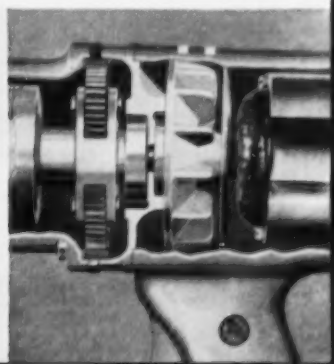
Portable Electric Tools—Power-Built to set the pace

FASTER! B&D Heavy-Duty Impact Wrench hits maximum torque in six seconds—twice as fast as any competitive tool on the market.

EASIER HANDLING! Pistol grip handle positioned to eliminate nose or tail heaviness; give greater comfort. No starting torque twist.

REVERSIBLE! Positive-action reversing ring protected from accidental operation. Full power in either direction for easy, time-saving use.

COOLER RUNNING! B&D Heavy-Duty Impact Wrench has twice the airflow of competitive tools for exceptionally cool running.



News of Automotive Education

Rochester Products Starts Sales School

A product sales school has been established by the Rochester Products Division of General Motors for the training of product Line Managers of GM's United Motors Service Division and wholesale distributors in merchandising techniques.

"The school will enable representatives of our automotive lines to do a more effective merchandising job in the field through increased familiarity with the products and adoption of new sales techniques," Kenneth F. Lingg, division service manager, said. The school also will give Rochester Products permanent facilities for service training and a display room for division products.

The UMS product Line Managers who are taking the first courses specialize on Rochester carburetors in the various UMS zones.

Examining sales aid in new Rochester product sales school are (left to right) E. H. Calkins, UMS merchandising manager for Rochester carburetors; W. E. Wilson, Rochester Products general manager; and K. F. Lingg, Rochester Products service mgr.

Ford School Marks Tenth Anniversary

Ford Division's Merchandising School recently celebrated its tenth anniversary with the graduation of its 57th class of Ford dealership personnel in training for management posts.

Since the school began in March, 1947, more than 60 per cent of the students have become dealers, sales managers or general managers of Ford dealerships, according to John Heflin, manager of the school. A total of 3843 have attended the school for three or four-week periods in the past 10 years. Five graduates are members of the present National Ford Dealer Council.

(*Continued on page* 160)

WHY IT MAKES SALES SENSE TO FEATURE KENDALL, THE 2000 MILE OIL

1. **YOU PROFIT** from the customer satisfying combination of quality lubrication with the quality service you render.
2. **YOU PROFIT** because you enjoy the prestige of a widely known and accepted product made from 100% Bradford Pennsylvania Crude Oil — world's richest.
3. **YOU PROFIT** by offering customers the benefits of a lubricant made by the latest refining processes with the most advanced additive formulation.
4. **YOU PROFIT** from the product information and merchandising aids supplied by an independent distributor genuinely interested in helping you.

KENDALL REFINING COMPANY
BRADFORD, PENNA.
Lubrication Specialists Since 1881

KENDALL SUPER 2000 MILE OIL

It pays 2 ways to CHECK THE BELTS

To find belt wear always turn belt over

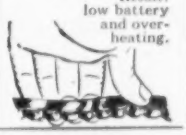
A belt may look all right on top but it's the *underside* that tells the story.

Belts that have any of the following signs of wear should be replaced.

CRACKED: Cracks on *underside* are dangerous. Belt may snap suddenly.

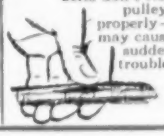
GREASY: Note the grease-softened undercore and slick sidewalls. Aside from danger of slippage, such belts go to pieces rapidly.

GLAZED: Slick, glazed sidewalls may cause belt to slip badly. *Result:* low battery and overheating.



PEELING: Sections of undercore (underside) often peel and break off. Belt runs rough—may fail.

SPLIT: Signs of "fraying" may indicate split in sidewall. Split belts don't ride pulleys properly—may cause sudden trouble.



For their protection and your own profit, don't let good customers take chances with V-belts *that should be replaced.*

In modern cars, with V-belts driving not only fan, water pump and generator but air-conditioning and power steering as well, the threat of trouble on the road from belt failure is real — and serious. It *pays* to do your part in preventing such failures—pays in dollars of extra profits and in continued customer satisfaction. Make it a *must* to check the belts every time a hood is up. It's easy and quick enough.

REPLACEMENTS ARE EASY—BECAUSE GATES BELTS FIT *RIGHT*.

There is a Gates V-Belt for each make and model car—every one *precisely engineered* by the *World's Largest Maker of V-Belts* to fit correctly and perform efficiently. Your customers know that this famous name is their guarantee of quality.

Phone your jobber for handy display rack

The Gates display rack holds belts for all popular model cars, keeps your stock in clean condition and within convenient reach. Your jobber will supply replacements promptly. Just give him a ring.

The Gates Rubber Co., Denver, Colo.
—*World's Largest Maker of V-Belts.*

TPA 133

Gates Vulco V-Belts

Getting ready for the June National Convention of the Independent Garrage Owners of America: Shown in the photograph at left are (left to right) Paul Wilson, Convention chairman; Mr. Crowley of the Secor Hotel; and Harold Grindle, Convention secretary. Group is planning details for the national IGO event to be held in Toledo, June 20-23.

Their safety depends on you!

More horsepower under the hood makes it more important than ever that your customers be able to stop suddenly and safely. That's why many state laws already demand the use of heavy duty brake fluids. And Puritan Super 60 meets or exceeds these and all other vital SAE specifications:

- **Highest Heat Resistance**—safety margin of up to 400° F.
- **Highest Rust Resistance**—fortified with chemical inhibitors.
- **Resistance to Thickening and Thinning**—at both high and low temperatures.
- **Chemically Stable**—won't break down. Always gives safe, sure stops.
- **Compatibility**—readily mixes with other brake fluids.

Make sure you're safe--that your customers are safe! Make sure they use Puritan Super 60 Heavy Duty Brake Fluid.

OLIN MATHIESON CHEMICAL CORPORATION

Automotive Products Department • Baltimore 3, Maryland

ON THE GO WITH INDEPENDENT GARAGE OWNERS OF AMERICA, INC. MEMBER PERSONALIZED IGO SERVICE

Toledo Host City to National Convention

Reports from the Toledo Unit of the Independent Garage Owners of Ohio indicate that every detail is being checked and rechecked for the forthcoming national convention of IGO of America. Toledo is the host city.

The Convention will run from June 20 through June 23. Place: the Secor Hotel.

Several tours of interest for those attending will be conducted. Toledo industry allied to the automotive replacement parts will be on display. On the Agenda are tours of The Libby Glass Company, the Champion Spark Plug Company and other points of interest.

Invitation Extended

This 2nd Annual Convention is open "to anyone in the Independent Automotive Service field including manufacturers, jobbers, Booster Club Members and garage owners and their employees," according to the Toledo IGO chapter.

The advance registrations are coming in in ever increasing numbers. Officials charged with registrations are hopeful all will register early.

FRAM

Carburetor Air Filters feature this patented built-in gasket

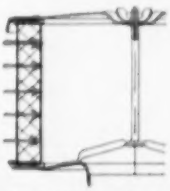
THIS FRAM PATENTED DESIGN absolutely prevents by-passing of dirty air: eliminates all the defects found in other types of sealing such as—metal to metal, metal to cork or compound gaskets and metal beads pressed against a flat plastisol face. All of these leak dust and dirt unless the cartridge is replaced after servicing, in *exactly* the same position.

To achieve absolute protection against by-passing, the top and bottom facings of the cartridge must form a perfect seal with the air cleaner housing even after removal for cleaning and replacement afterwards. To accomplish this, FRAM engineers designed the exclusive FRAM patented built-in gasket as an *integral* part of the end seal. Once locked in place under slight pressure, this built-in gasket provides an absolute bond with the housing case. No matter how often the cartridge is serviced, the unit is *always perfectly sealed. It can never leak dirty air!*

Only FRAM dealers can offer their customers this exclusive FRAM feature that means thousands of carefree motoring miles with *no* danger of engine-killing dust and dirt! Add these other exclusive FRAM advantages: 99.+% efficiency, and easy cartridge replacement and you'll know why FRAM *Filtronic* Carburetor Air Filter Cartridge is the finest on the market. And, just as FRAM created your oil filter market, FRAM is going all out to make this new air filter market your number one profit source.

FRAM Corp., Providence 16, R.I., Fram Canada Ltd., Stratford, Ont.

FRAM patented built-in gasket forms a perfect air-tight seal



All air must pass through the filtering material

ALREADY STANDARD EQUIPMENT ON THESE 1957 ENGINES

Continental • Ford • Lincoln • Mercury • Thunderbird • Turnpike Cruiser • Packard • Studebaker • American La France • Autocar Clark • Cummins • Diamond T • Divco • Continental Motors General Supply • Harley Davidson • Lycoming • Reo • Sheppard

FRAM offers a complete line of replacements for other cars equipped with a "Filtronic" type carburetor air filter: • Imperial • Chrysler Dodge • De Soto • Plymouth • Rambler V-8

Power Mower . . . .

Continued from Page 47

power mowers, ordinary engine tools, a vise, a bench, etc., are all that are necessary. On the larger reel type mowers, additional equipment is required to handle sharpening of the reels, etc.

If you have experienced mechanics, or mechanically inclined personnel, the problem of servicing the power mowers and engines is quite simple. The manufacturers supply service manuals, complete in every respect, with exploded views, complete overhaul procedures, trouble charts, and information in simple language to help the service dealer in full measure.

In fact, the program set up by the manufacturers of the power mowers for their parts and service distribution is based primarily on the small local authorized service dealers and, therefore, they try to make servicing as simple as possible.

The power lawn mower manufacturers realize that the success of their service dealers is of primary importance. The initial parts stock is determined by the number of mowers in the area to be serviced. Paper work is kept to a minimum, although complete forms such as interchangeability lists, order forms, service manuals, and inventory control information are supplied to make the job easier. There are even numerically numbered inventory parts boxes available for simplified stock and inventory control.

A daughter asked her mother what kind of a husband she should look for.

"Let the husbands alone, dear," replied her mother. "Look for some nice single man."

Schools Provided

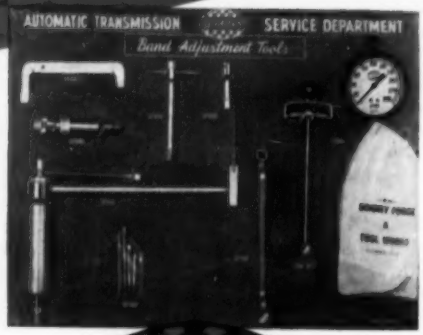
Realizing the need for a greater number of service repair shops, the manufacturers are providing service schools throughout the country, to instruct mechanics and prospective service accounts in the repair of their products, through their parts distributors. Also, colleges and high schools are offering night courses on small engines, both 2 and 4 cycle. Engines are provided for the schools by the manufacturers in most cases, and instructor help is provided, when possible.

These courses usually run about ten nights, two hours per night. An indication of the worth of the information and instruction given is attested to

(*Continued on page* 130)

2 WAYS...
to cash in on automatic transmission service!

Either kit gives you the tools you need for fast, accurate, profitable adjustments . . . helps you canture your share—with minimum investment—of this steadily growing business.



1

DB 27495
These tools enable a mechanic to make band adjustments on many of the modern-day automatic transmissions.

DB 27490

2

Bonney recommends this "Service Department" for the mechanic who plans to specialize in automatic transmission service.

For additional information, call your Bonney jobber today.

BONNEY TOOLS

BONNEY FORGE & TOOL WORKS • ALLIANCE, OHIO

Ditzler Announces...

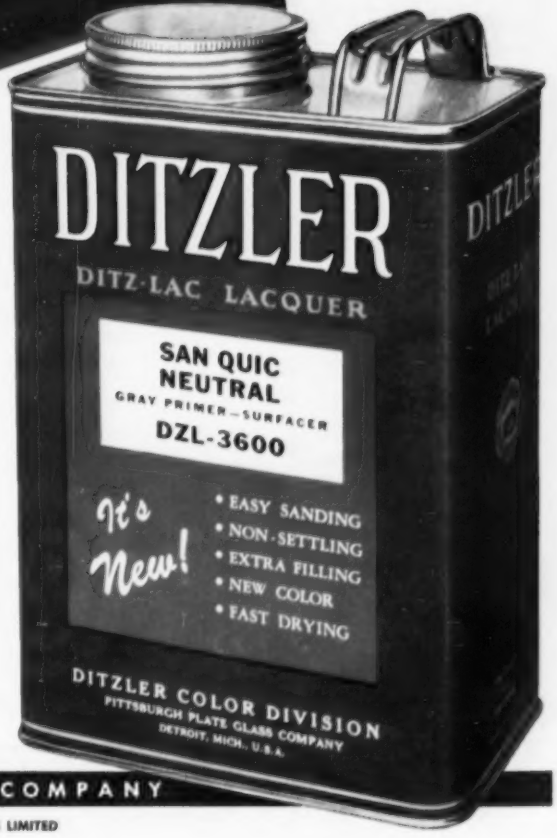
SAN QUIC NEUTRAL

DZL-3600

Gray Primer Surfacer

IT'S NEW!

- Easy Sanding
- Non-Settling
- Extra Filling
- New Color
- Fast Drying



Ditzler announces new SAN QUIC Neutral—DZL-3600—a new neutral gray lacquer primer surfacer that dries with unusual speed. Sands so easily that #400 paper can be used without clogging.

- **New SAN QUIC** has exceptionally high solid content. Fewer coats are needed for proper filling. It feathers out with no splitting or chipping around edges. SAN QUIC also has exceptional adhesion and color holdout, improving the appearance of final coats.
- **This outstanding** primer surfacer is now available in convenient, easy-to-pour cans. It is non-settling, eliminating waste, time and laborious stirring. DZL-3600 doesn't settle hard in the can or gun cup.
- **Try SAN QUIC** Neutral Gray DZL-3600—you'll find it saves labor and materials and assures customers better-looking paint jobs.

DITZLER COLOR DIVISION
Pittsburgh Plate Glass Company, Detroit 4, Michigan

DITZLER

PAINTS • GLASS • CHEMICALS • BRUSHES • PLASTICS • FIBER GLASS

PITTSBURGH PLATE GLASS COMPANY

IN CANADA: CANADIAN PITTSBURGH INDUSTRIES LIMITED

Power Mower . . . .

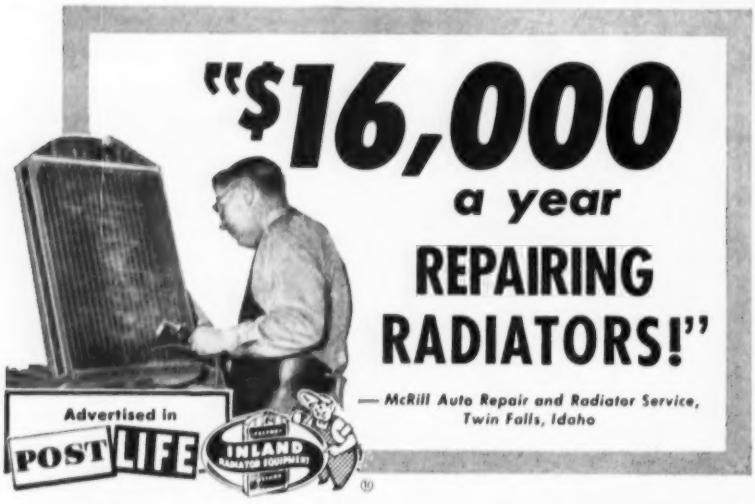
Continued from Page 128

by the increase of enrollment in the classes. In a very limited time any mechanically minded man can learn to repair and overhaul both 2 and 4 cycle engines and power mowers efficiently.

There are few businesses that will develop as quickly as the power mower and small engine service business, during the next few years. The potential is terrific for an established service and repair business, or as a brand new part of your business.

Besides being a profitable business in its own right, the new customers that can be secured through the power mower repair business are immediately potential customers for other segments of your business.

A little investigation into the potential of this power mower business can be made easily by contacting your local hardware dealers and retail outlets of the power mowers, as well as a visual check on the number of mowers used in your area.



McRill says: "My Inland-equipped radiator dept. gave me an additional $12,416 in 1955—over $16,000 in 1956! My total repair volume is up 41%, due largely to added business attracted by my radiator dept. To Inland equipment and training goes much of the credit!"

YOU CAN DO AS WELL! Many others, with modern Inland equipment, are making $8,000, $10,000, $15,000 a year! Car owners are now aware it pays to have their radiators cleaned and repaired regularly.

INLAND NATIONAL ADVERTISING HELPS YOU! Inland ads in the Post and Life warn car owners of the danger of neglecting radiators . . . urge regular servicing . . . suggest seeking the nearest shop displaying the Inland sign. Inland, world's largest radiator servicing equipment manufacturer, offers the complete package — equipment, training, merchandising, even a "Pays-For-Itself" purchase plan. Mail the coupon for free descriptive book.

FREE TRAINING SCHOOL Complete factory school trains you or your man quickly. Cleaning, repairing, recoring, pricing, merchandising—everything! Hundreds of graduates now expert radiator repairmen. It's FREE to Inland customers! "Qualified me to give expert service!" says Jim Pendergast, Faber, Mo. "Excellent training!" says Moser Motor Sales, Berne, Ind.

MAIL TODAY

New free 48-page book, "Blueprint for Profits," tells about many making an EXTRA $8,000 to $15,000 a year servicing radiators. Complete with illustrations, descriptions and prices of required equipment. Popular "Pays-For-Itself" purchase plan. Invest a minute to mail the coupon—the rewards can be amazing! Send today!

INLAND MFG. CO., 1108 Jackson St., Dept. MA-4, Omaha 2, Nebr.

"SOLD EXCLUSIVELY BY MAIL"

INLAND MFG. CO., Dept. MA-4, 1108 Jackson St., Omaha 2, Nebr.
Please send new free book, "Blueprint for Profits."

FIRM _____
(PLEASE PRINT)
ADDRESS _____
CITY _____ ZONE ____ STATE _____
BY _____ TITLE _____
If dealer, make of car sold _____
Are you now operating a radiator dept.? ☐ Yes ☐ No

Fred: "We're going to paint our living room walls. I think green is better, but my wife insists on yellow. What do you think?"

Harry: "Do you want to do the job over again? Yellow."

Standard-Triumph Steps Up Service

A service campaign by the Standard-Triumph Motor Company, importers of the Triumph sports car, is being stepped up by the arrival of two British service engineers from the Coventry factory. According to Mr. A. F. Bethell, Executive Vice President of Standard-Triumph, the company is making great effort to ensure that authentic factory maintenance be used throughout the Triumph dealerships in the United States.

Mr. George Fletcher and Mr. Joe Smith, both experienced factory service engineers, arrived in New York recently. Mr. Smith, who has been connected with the automotive field since 1933, will tour the western states, and Mr. Fletcher, who has also been in the automotive field since 1933, will tour the eastern states.

"Service schools for distributors and dealers and their service and maintenance personnel will be established where regular courses will be offered," Bethell said. "In addition, service personnel can stay abreast of the latest factory techniques and modifications on the Triumph."

NEW ROYAL TRITON

Announcing a new formulation of Royal Triton 10-30 the amazing purple motor oil

Now more than ever before all-weather Royal Triton 10-30 prolongs your engine's trouble-free performance for thousands of extra miles. Royal Triton 10-30, the all-weather grade of the amazing purple motor oils. Ask for it wherever fine motor oils are sold.

UNION OIL COMPANY OF CALIFORNIA

Los Angeles: Union Oil Bldg. • New York: 45 Rockefeller Plaza • Chicago: 1612 Bankers Bldg. • Philadelphia: Eastwick Ave. & Edgewood St.
Boston: 214 Harvard Ave. • Kansas City, Mo.: 612 W. 47th St. • Dallas: 313 Fidelity Union Life Bldg. • New Orleans: 644 Nat'l Bank of Commerce Bldg.

Interior Panels . . . Continued from Page 43

remaining area with number 400 grit wet sand paper. Wash area with sponge and water. Make templates from plain paper to fit area to be repaired. Then apply template to portion of decal sheet and cut decal approximately 1 inch oversize. Immerse decal in lukewarm water three minutes. Prepare adhesive material by mixing one part water soluble solution to four parts water and apply mixture to affected area. Quickly apply and align the wet decal on the area affected, paper side out and carefully remove the paper backing.

Wet sponge all areas of decal with luke warm water to remove any sizable bubbles and wrinkles. Follow through with a rubber squeegee, using overlapping strokes. Work from the center towards the outer edge of the decal. Use plain water as a lubricant for the squeegee in overlapping strokes. Remove any wrinkles by lifting film to wrinkle and squeegee again to smooth surface.

Pierce any air bubbles with a single edge razor blade to remove air or adhesive. Trim excess decal with a single edge razor blade. Sponge trim area edges with the water soluble adhesive to seal edges. The decal may be air dried in 30 minutes or force dried in 10 minutes. To eliminate scorching, place heat lamp approximately 18 inches from the decal area. After decal is thoroughly dried, mask outer area and spray on a coat of water clear lacquer. The lacquered decal may be air dried in 30 minutes or force dried in 10 minutes. Use polish and cleaner. Polish again with a clean soft cloth, if necessary, to obtain a more desirable gloss.

It is vain to use words when deeds are expected.

NEVER BEFORE

So many Sales aids to help you sell more **SHOCK ABSORBERS**

More window streamers . . . more window trims . . . more wall posters . . . more handout literature . . . yes, MORE of every kind of sales aid than you've ever been offered before. That's the big BRIGGS shock program for 1957. It's your opportunity to sell more shocks . . . make more profits than ever before. Don't miss it. Ask your jobber today.

The Briggs Shock Absorber Company
1148 Euclid Avenue • Cleveland 15, Ohio

ALL these and more

FOR BIGGER PROFITS . . . BIGGER SALES . . . SATISFIED CUSTOMERS . . . IT'S

BRIGGS HYDRO-MUSCLE RIDE CONTROL

FOR THE RIDE OF YOUR LIFE . . . FOR THE LIFE OF YOUR CAR

"Don't tell me you're going out after past-due accounts again tonight!"

ONE U.S. GALLON
GENUINE
Wagner
Lockheed
BRAKE
FLUID
21
B
HEAVY
DUT
CONFORMS TO S.A.E. SPEC. 70R1 AND FEDERAL SPEC.
Wagner Electric Corporatio
ST. LOUIS 14, MO., U.S.A.
FC-9314
WAGNER
FC-9314
FC-9315
Wagner
Lockheed
BRAKE
FLUID
21
B
WAG
Wagner
Lockheed
BRAKE
FLUID
21
B
Wagner
Lockheed
BRAKE
FLUID
21
B
WAGNER
LOCKHEED
...TOPS FOR QUALITY
It pays
to use
the
Leading
Brand

It pays to use the Leading Brand

When your custome
brake work they're
Give them as much
Wagner Lockheed B
best possible protect
due to inferior brake

When you team up
with the best brake
gain. It builds busine
confidence your cust
and you satisfy your
best job possible.

ers come to you for
asking for safety.
of it as you can! With
Brake Fluid you give the
tion against brake failure
e fluid.

your best brake work
products you're bound to
ess . . . it fulfills the
tomers place in you . . .
rself by doing the

AMERICA'S LEADING BRAND

You're using the best when you use Wagner Lockheed—it's the hydraulic brake fluid that has led the field in sales . . . been the standard of quality for 33 consecutive years.

BACKED BY RESEARCH

As the leading supplier of hydraulic brake fluid to car and truck manufacturers and to the automotive service field, Wagner has spent half a lifetime of concentrated research in the development of safe brake fluid.

BETTER CHEMICAL BALANCE

This leading brake fluid is compounded of the finest ingredients, in the world's largest plant devoted exclusively to the manufacture of hydraulic brake fluid. It is chemically balanced to withstand sub-zero temperatures without freezing . . . extreme heat without gassing . . . to prevent gummy residue, swelling of rubber parts, or corrosion of metal parts . . . to mix with all other approved fluids . . . and to absorb a necessary amount of moisture.

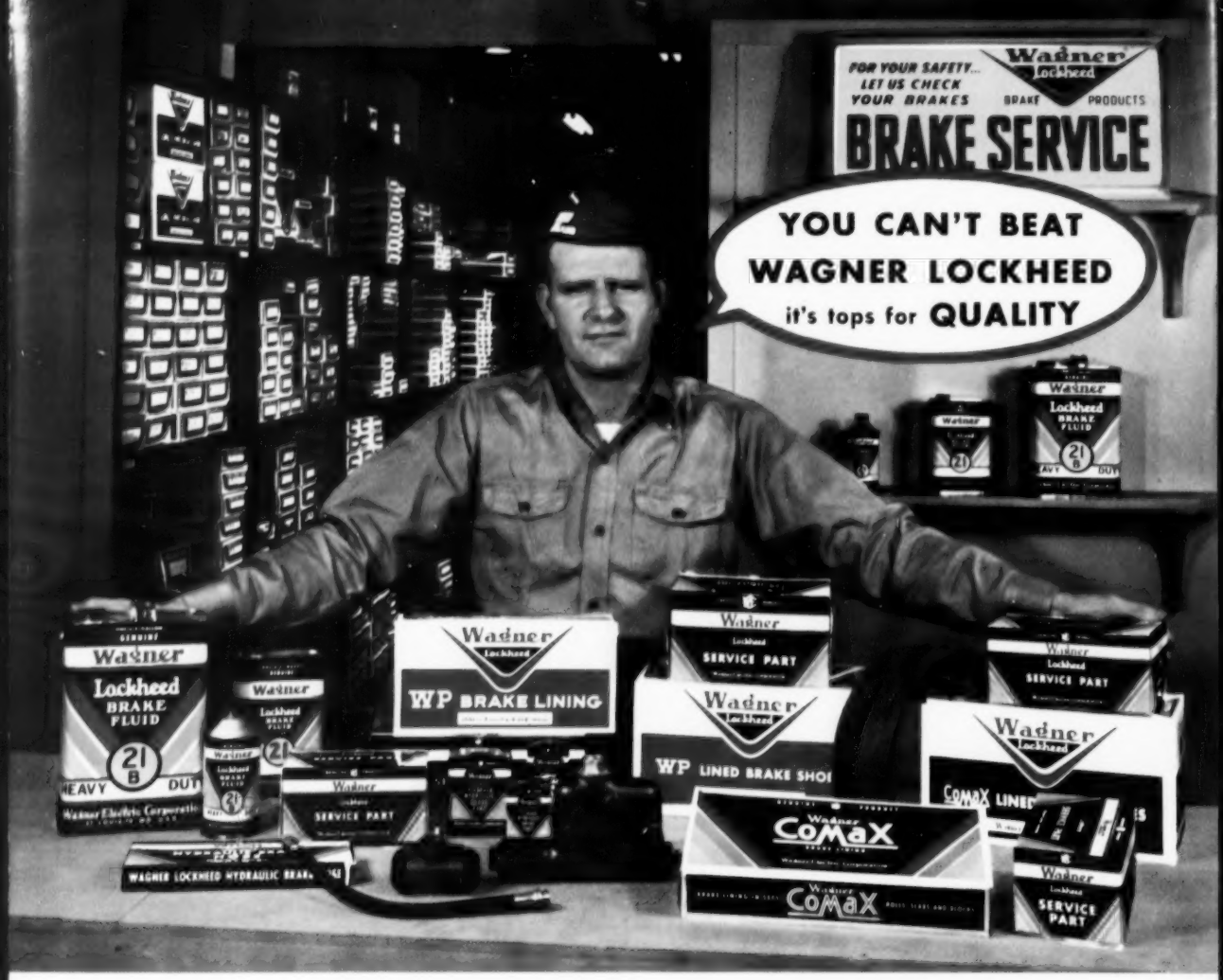
SURPASSES SAE SPECIFICATIONS

Wagner Lockheed 21B surpasses all Society of Automotive Engineers' specifications for a heavy-duty brake fluid . . . and meets all state laws regarding brake fluid.

USED AS ORIGINAL EQUIPMENT

The many automobile, truck and trailer manufacturers who use Wagner Lockheed as original equipment prove its reliability. It's tops! And it's available in six container sizes from 12 oz. to 54 gallons.

Wagner Electric Corporation
6400 PLYMOUTH AVENUE, ST. LOUIS 14, MO., U.S.A.
(Branches in principal cities in U.S. and in Canada)



the Wagner Lockheed line is complete...

You can fill ALL your brake service needs from ONE convenient source... in your own area

There's no need for you to go to one place for some of your hydraulic brake parts—and to another for "hard-to-get" numbers... Save time... Save money ...Get ALL your requirements from one source. You'll find the Wagner Lockheed line of brake parts the most complete on the market for all makes and models of cars and trucks.

WAGNER LOCKHEED BRAKE PARTS—cups, boots, pistons, springs, washers, cylinders, hose—marketed as repair and replacement parts are manufactured to the same specifications, by the same machinery in Wagner plants, as parts used in complete assemblies for original equipment.

WAGNER LOCKHEED BRAKE FLUID ...BRAKE LINING and EXCHANGE SHOE SETS—all are part of this complete line—all are tops for quality. Try them—and you'll standardize on Wagner Lockheed. You'll have less grief ... waste less time... and you'll make more money.

For details, consult your Wagner Jobber, or write us for Catalog AU-1.

Wagner Electric Corporation

6400 Plymouth Ave., St. Louis 14, Mo., U. S. A.
(Branches in principal cities in U.S. and in Canada)

A57-10

 Continued from Page 56

You should even strike out contractions such as "we're" and "it's" because these have a tendency to tire the eye. Once you are sure that the entire ad is concise and interesting, and that it reads smoothly, reread it once more, for one glance should be enough for anyone to "get" the message. If it has to be reread, your work is unsuccessful, as the chances are that your reader will not do this. Then try the copy out on someone else to test check your own reaction.

Copywriting rule three is equally simple: The text should give a clear description of the service or product, so that the reader can understand thoroughly how he will benefit by it.

Make your copy ring true. Many operators who ignore this factor can't understand why their ads don't bring the desired results, although it should be obvious that no motorist will return to a service station twice to spend good money for items that don't live up to the promises suggested by the seller. So check yours before you send in your copy, making sure that the reader is told nothing but the truth.

Of course you will want your reader to identify such goods and services with your shop—and no other—so do your best to keep the whole thing on a personal level. This means that if you don't already have a unique trade mark or slogan, that now is the time to get to work and create them. You should also have a personalized name plate of your own. Its cost is really reasonable compared with the benefits that will be derived from its use, as it guarantees that your name will always appear in exactly the same type on all advertising copy.

You should also duplicate it on business literature, service trucks, and any other advertising media that you use from time to time. True, if you prefer, you can allow your trade name to appear in whatever type that the printer happens to have handy, but you won't take advantage of psychological effects of repetition if you do so. For when the reader sees the same name printed in the selfsame way time after time, it is bound to impress itself on his mind. When he needs the automotive product or service that you advertise he will subconsciously put the two together. Your slogan or trade mark will act as natural tie-ups.

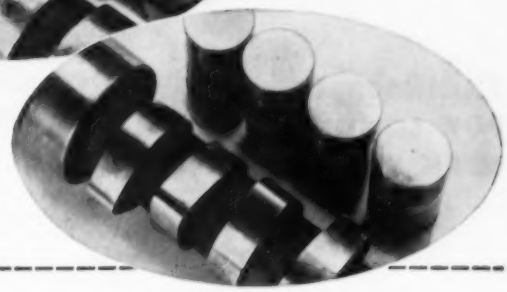
You may think that your copy is now ready for the printer.

(*Continued on page* 138)

STOPS EXCESSIVE
Cam and Valve Lifter Wear!

Acid, heat and pressure combine to cause this kind of damage. Pitted cam followers rubbing against cam lobes often wear off lobes completely!

Pennzoil with Z-7 protects cams, lifters against corrosion wear, keeps all valve train parts clean and free-acting for proper valve action.



Customer satisfaction—for keeps!

You'll save your customers many a costly repair bill when you switch them to Pennzoil with Z-7. This different kind of 100% Pennsylvania oil, blended with an exclusive ingredient that stays active, stays tough in spite of engine heat and pressure. It controls acids and other deposits, keeps cams, valve lifters, rods and rocker arms free of excessive wear *for keeps.* It's a sure way to customer satisfaction—to *more* profitable service business!

Available in all correct service grades.

Get the complete Pennzoil profit story NOW!

Cash in on Pennzoil acceptance . . . call your nearest Pennzoil distributor or write Pennzoil, Box 78, Oil City, Pennsylvania.

MEMBER PENN. GRADE CRUDE OIL ASSN., PERMIT NO. 2

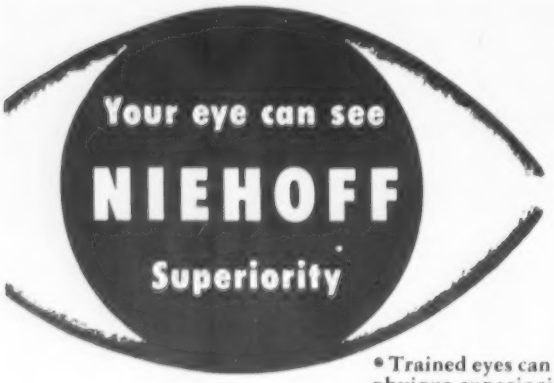
Perhaps it is. However, if you want your message to have the "punch" it needs, think in terms of the fifth rule of good advertising copy. This is based on the assumption that because most readers read as a form of escape they are always on the lookout for the light touch, consisting of a dash of humor, a bit of human interest or an oddity in life. So if you can fit this into your ad, its chances of being read—and obeyed—will be increased.

Some dealers do this by employing a chatty "columnist" style, containing anecdotes and homespun philosophy written in an informal conversational style and interspersed with commercial automotive plugs. The trick consists of making the plugs easy to digest by using them in a casual fashion. If they are too direct the readability is spoiled.

Here is how it worked for one service station operator: Because he doubted whether his literary efforts were really being read, he decided to go back to the use of "straight copy," but before doing so a friend persuaded him to make a test. This consisted of offering a free novelty road map to everyone who brought in a clipping of the ad. The offer was carefully buried in the text itself. Only the reader who read it thoroughly would know about the premium. By the next day the dealer had given away 500, and more than 1,000 requests were received within the week.

If you feel that you can't write this effectively, why not get your touch of humor with the help of a cartoon, bearing in mind that it must be tied in with the copy through a gag or a remark of a pertinent nature? Then start your sales copy at the point that is emphasized by the gag line. Now that your reader's attention has already been gained by this means, you will find it comparatively easy to hold it while you tell the story of your service operation, its services and merchandise.

Another argument in favor of cartoon type copy is the fact that its art work is rarely expensive. Every town has at least a few amateur cartoonists. If you can locate one, you can get such drawings reasonably. You may even have someone in your own employ who can draw and is willing to do such a job for you. There are many companies that specialize in selling cartoon cuts. In this case you simply pick out what seems to be most appropriate. Then tie it in with your copy.



• Trained eyes can easily see Niehoff's obvious superiority. The advantage that makes Niehoff Ignition Parts superior to any on the market is...the specialized engineering that builds quality. You can install Niehoff Ignition Parts with the knowledge you are building customer satisfaction and your profits.

ENGINEERED FOR LONG LIFE AND PEAK PERFORMANCE

• Best of all, there is a Niehoff Systematic Service Stock containing all the ignition parts you need to service all makes and models. A Service Stock custom designed for your own business. Ask your jobber to explain Niehoff's merchandising plan—for more sales—for bigger profits, today!

C. E. NIEHOFF & CO.

4925 LAWRENCE AVE., CHICAGO, ILL.

WAREHOUSES

ATLANTA 3, GA., 95 Pine St. N.E. DALLAS, TEX., 2715 Main St.

BOSTON 34, MASS., 250 Brighton Ave. NEW YORK 19, N.Y., 250 W. 54th St.

PHILADELPHIA, PA., 1800 Fairmont Ave.

BRANCH: LOS ANGELES 15, CAL., 1330 W. Olympic Blvd.

HERE'S PROOF!
That Graham's Have the TOOLS, Experience, and Trained Mechanics to Do the Job!
Average Years Experience Per Man
9½ YRS.
Average Value Personal Tools Per Man
$1204
Plus $30,000 Dollars of Major Tools & Equipment of Graham's to Guarantee Your Satisfaction — Bring Your Car in Now!
FREE ESTIMATES! Budget Terms Available!
GRAHAM MOTOR SALES CO.

Graham Motor Sales Co., Bloomington, Ind., has the formula for bringing in service customers — hard-hitting advertising, experienced mechanics, plus a wide assortment of *Snap-on* tools.

Graham Motor Sales makes service pay with ads, men and Snap-on* tools

Look at these *Snap-on* cabinets and tool boxes and you can tell Graham mechanics are well equipped to handle today's complicated service work — and really do a good job. Graham is proud of its talent and tools — and *Snap-on* is proud to be part of this great service team.

Do the men in your shop know the extra pay-boosting advantages of being completely equipped with efficient, time-saving tools? If not, they can get real help from the *Snap-on* man. On his regular calls, he can work with each man on an immediate selection of tools. He can add tips on tool use. He can arrange credit plan terms to make it easy for mechanics to own the tools and tool cabinets they need. And these same easy terms are available to you for needed shop equipment. Ask your *Snap-on* man for further details.

*Snap-on is the trademark of Snap-on Tools Corporation.

SNAP-ON TOOLS CORPORATION

8036-D 28th Avenue • Kenosha, Wisconsin

This *Better Homes and Gardens* two-page advertisement in April, another in the *Post*, April 6, a page in *Life*, April 1 . . . feature the names of advertisers using the Yellow Pages emblem.

GIANT PROMOTION

. . . makes your Yellow Pages advertising even more profitable!

The Yellow Pages emblem will be displayed by 104 leading advertisers in their April ads appearing in *Better Homes and Gardens, Life,* and *Saturday Evening Post.* It's part of a continuing Yellow Pages emblem promotion. In these same magazines, Yellow Pages emblem ads feature the names of tie-in advertisers.

Auto-Lite, Carter, Delco, DeSoto, Plymouth, Studebaker-Packard, U.S. Royal, Willard are among the firms participating in this tie-in promotion.

Bell telephone companies promote the Yellow Pages emblem locally — in newspapers, television, billboards and other media. Many local businessmen also display the emblem.

What does this giant tie-in promotion mean to you?

More and more people will use the Yellow Pages to find who sells the products and services they see advertised.

Your own advertising in the Yellow Pages will be more effective than ever.

Facts of Life . . .

Continued from Page 55

starter, self perpetuating.

10. RESTRAINT: Lots of brake power for emergency stops. There are lots of fires to be put out, fires started by sales people without restraint.

11. COOPERATIVE SPIRIT: Team work pays off in world series.

12. LOVE: Of life, liberty, the pursuit of happiness, and of humanity with all its weaknesses.

Mix on any Level

The star salesman doesn't have to be a college man, but a college background usually imparts a degree of self confidence, conversational material, and ease at meeting people on any level that are aids to him.

Not long ago I had the privilege of dining at the Mill, in Springfield, Illinois, where Mr. and Mrs. America dined and danced. I was with a group of star salesmen. At about eleven o'clock we drove out to the lovely home of one of the men—in the suburbs in a grove beside a man-made lake.

What magic wand or Aladdin Lamp had converted a former bit of wasteland into this panorama of lake and lawn and loveliness? It was a combination of footwork and headwork in the American tradition. All over America such dream houses are going up—over 1.1 million this year.

You sell in an age of opportunity such as our forefathers never dreamed. You sell to a generation that has more know-how perhaps than any previous generation.

An added service we can sell along with our product is confidence in the future of our country and ourselves. A motto in the office of a Dayton, Ohio, executive reads like this:

"Having done my best today makes it easier for me to do better tomorrow."

Richard Leitner, Production & Dist. Mgr. of Abbott Laboratories, Oak Ridge, Tennessee, says:

"In a few brief hours—this atomic drug will be useless!"

"In a hospital 700 miles from Abbott Laboratories' Oak Ridge plant, radioisotope experts have scheduled use of a radioactive drug . . . a drug whose radioactivity lasts only a limited time. A drug prepared by electronic bombardment in the huge atomic pile at Oak Ridge near Knoxville, Tenn.

"If this radioisotope doesn't arrive *on time,* it will be useless for this patient. We've relied on Air Express for literally tens of thousands such shipments!

"Our radioisotope business exists because of Air Express. With its swift, regular flights on all scheduled airlines, its radio-controlled trucks, its national teletype network—no other service can match it.

"Yet we save money by specifying Air Express. For instance, a 23-pound shipment from Knoxville to Chicago costs $5.36. That's $1.39 less than any other complete air service."

Air Express

30 YEARS OF GETTING THERE FIRST *via U.S. Scheduled Airlines*

CALL AIR EXPRESS . . . *division of* **RAILWAY EXPRESS AGENCY**

Fuel Injection . . . . . Continued from Page 51

right amount of fuel at the point closer to the cylinder. There is more over-all fuel air ratio necessary to give an ignitable mixture than required with a carburetor. This provides better fuel economy.

Most carburetor engines rely on manifold heat to help vaporization. Since injection atomizes fuel mechanically there is no need for manifold heating devices. With cooler manifold and cooler incoming air a larger amount of mixture can be drawn into the combustion chamber. Thus volumetric efficiency is improved and power output increased considerably.

Less Backfire Possibility

With no manifold hotspots there is less possibility of backfire through the injection system and less tendency to vapor lock. Lower intake temperature reduces the engine octane requirements also, so spark timing can be advanced considerably without causing detonation. The engine compression ratio can be increased, giving higher horsepower and better fuel economy. The greatest horsepower increase can be expected at high speeds.

Since fuel injection gives more uniform cylinder to cylinder distribution of the fuel it is possible to use a much leaner mixture at part throttle thereby improving fuel economy. Experiments indicate some injection systems respond very quickly to engine requirements so an automatic device to cut off fuel during deceleration can be used without affecting engine performance. This will reduce the amount of unburned hydrocarbons which are forced out of the exhaust and which contribute to smog. Some fuel economy is achieved too.

Fuel injection systems fall into three general classifications. 1. Timed injection, 2. Continuous flow, 3. Injection carburetion.

On time injection the fuel is delivered in individual timed charges directly into the combustion chambers or into the intake ports. This method allows the fuel injection system to be handled as an accessory unit, but it presents fuel line inertia problems. At high engine speed the lack of starting fuel delivery of the spray nozzle at the end of the 2 foot line may be over 40 crankshaft degrees so injection pump timing must be corrected at high rpm. Also at high speeds when the intake

(*Continued on page* 144)

Memo from Murray

When you're under the hood,
Where profits are good,
Remember . . .
Hose Clamps need changing, too!

This year an estimated 70,000,000 hose clamps will be replaced. It's easy to get yourself a nice, fat share of this business . . . just check radiator and heater hose on every car you service. And to maintain your own fine service reputation, treat your customers to the best in *original equipment quality* hose clamps.

Install MURRAY HOSE CLAMPS the industry's most complete line

Use **Murray** "Gold Seal" Worm Drive Clamps . . . for easiest, quickest installation
Use **Murray** "Wire Grip" Clamps . . . for a perfect, permanent seal
Use **Murray** "Imperial" Clamps . . . for versatile hose clamp performance

All Murray hose clamps are packaged right for easy stocking and handling.

"See your jobber!"

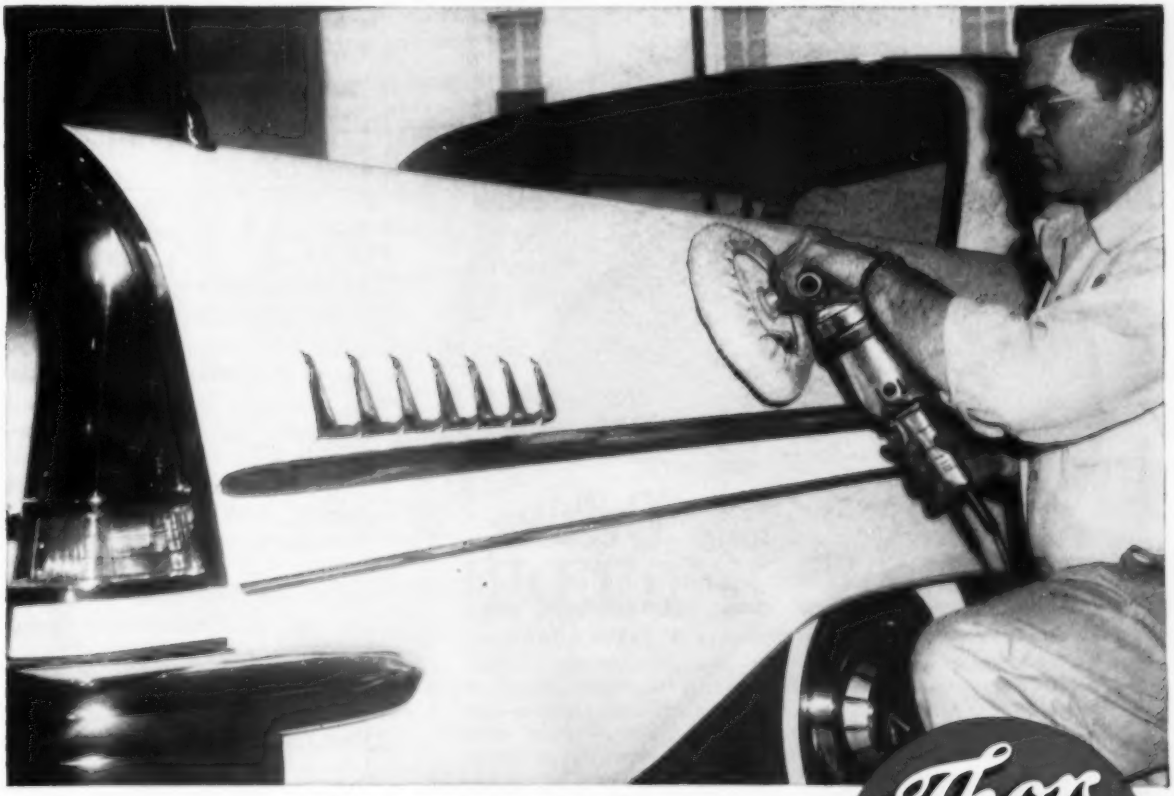
Standardize on the complete line of Murray automotive necessities

MURRAY CORPORATION
TOWSON-4, MARYLAND

Brake Parts • Battery Accessories • Hose Clamps • Stop-Lite Switches

ANNOUNCING

a new Thor polisher for new car finishes



Thor power polishers have long been recommended by leading automobile service clinics for the surest way to a shine that lasts. Now Thor sets the pace again with this new higher speed polisher—designed specifically for the new finishes on the new cars—and available with a pneumatic backing pad.

Thor's new EL-91 polisher means much more than a good shine—its high speed means you can finish the job in half the time. You get more polish jobs out, save on labor costs.

Remember, for those new car finishes, you need a high speed polisher—for those flaring fenders, you need a polisher which will get in and polish—maintaining high speed under load. Only Thor provides the proper tool. Ask your Thor automotive jobber for a demonstration of the new Thor EL-91 high speed polisher. Thor Power Tool Co., Prudential Plaza, Chicago 1, Ill.

Thor
PORTABLE POWER
TOOLS

THOR POWER TOOL COMPANY
CHICAGO
Branches in all principal cities

Fuel Injection . . . . . Continued from Page 142

ports close a sudden pressure rise may surge along the fuel line at 4,000 to 5,000 fps.

This surge may leave a vacuum behind it with the result that more fuel goes out of line than was pumped in. The next charge from the pump is particularly used to refill the line thus there is a periodic variation in the size of the fuel charges to the same cylinder. This will lower the fuel economy.

Another problem with timed injection is high fabricating cost due to the required accuracy of the fit. For example, a small variation in the length of the plungers strokes in the metering pump may give considerable variation in the amount of fuel delivered to each cylinder. Also leakage is a possibility. This crops up if the clearance between the plunger and the plunger cylinder is more than one hundred millionth of an inch.

Such type clearances are often easily clogged with dirt. If the plunger is not perfectly round and straight within ten millionths of an inch, friction will cause the plunger to expand and seize. By using a non-metering pump as a source of fuel and a pressure regulator and some sort of a timing device to divide meter to fuel, cost can be cut down considerably.

Luck is usually with the person who does not count on it.

In this system at high speed there is limited force available to accelerate the line charge at the start of delivery so the system is very sensitive to variation in the line area, length or elasticity. With any of the variations of the time injection system fuel may be sprayed directly into the combustion chamber or into the intake port manifold.

The most popular system in the United States is the type that sprays the fuel into the intake port to be carried into the cylinder by air. Below about 5,000 rpm there is little difference in performance between an engine using direct injection and one using port injection. However, at 5,500 to 6,000 rpm's, the inlet valves are opened such a short time that injection timing and duration must be extremely accurate and sure with port injection.

Full Time Operation

At these high speeds the di-

(*Continued on page* 146)

Presenting...

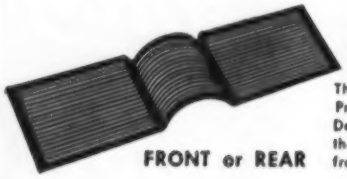
the new, modern, 1957 mat protector for new and old cars

FRONT FLOOR Deluxe

FLOOR PRIDE

Newest Accessory for Car Dealers & Service Stations

It's the protector mat that new car owners want and that new car dealers can sell on sight. Deluxe Floor Pride is the newest idea in mat protectors — it gives full-floor protection door-to-door and over-the-hump. Protects 1957 car mats from soil and wear — covers worn spots in older models. It's the hottest car mat protector yet! Available in Red, Blue, Green, White, and Black colors.



FRONT or REAR

matching Deluxe MINUTEMAT

The rear-companion mat to Deluxe Floor Pride. In matching colors and design. Deluxe Floor Pride and a Minutemat are the answer to full-floor car mat protection, front and rear.

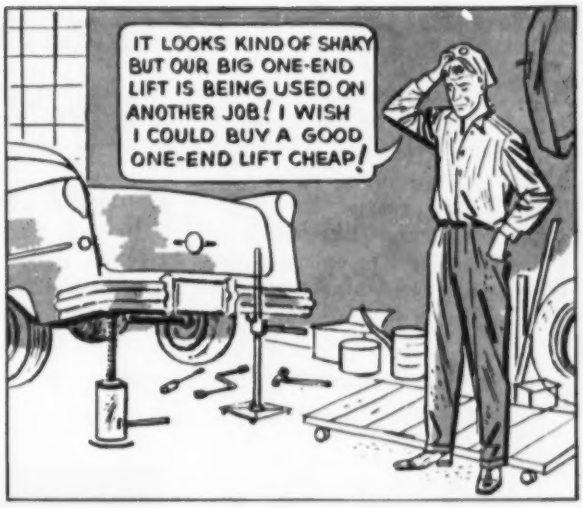
Doan MANUFACTURING CORP.

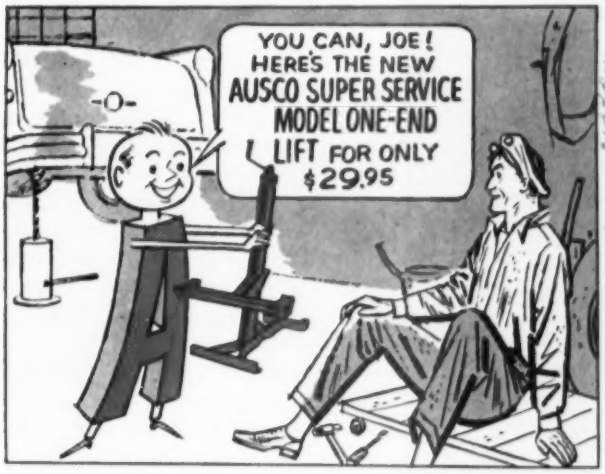
1761 LONDON ROAD • CLEVELAND 12, OHIO

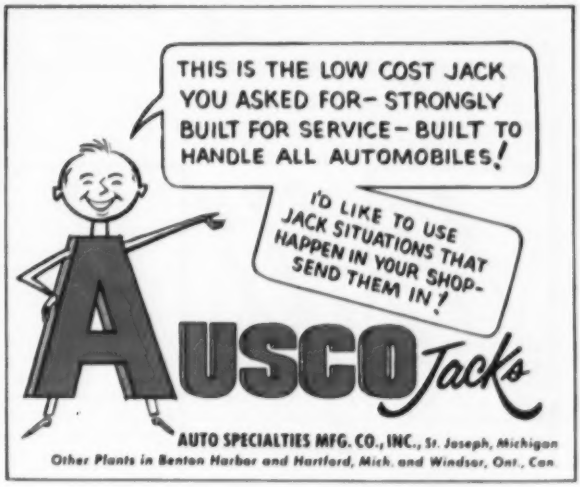
ACCIDENT

WAITING TO HAPPEN... SO...

OSCAR, THE AUSCO MAN HELPS THE SAFETY CAMPAIGN

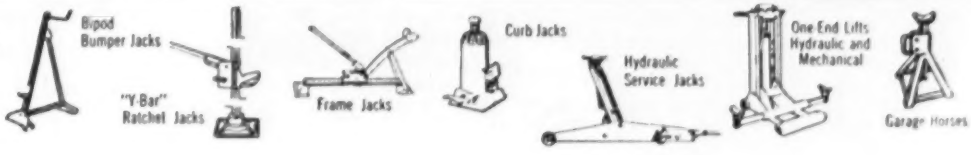





THIS IS THE LOW COST JACK YOU ASKED FOR- STRONGLY BUILT FOR SERVICE- BUILT TO HANDLE ALL AUTOMOBILES!
I'D LIKE TO USE JACK SITUATIONS THAT HAPPEN IN YOUR SHOP- SEND THEM IN!
AUSCO Jacks

AUTO SPECIALTIES MFG. CO., INC., St. Joseph, Michigan
Other Plants in Benton Harbor and Hartford, Mich. and Windsor, Ont., Can.

AUSCO . . . Manufacturers of Quality Jacks for every service need!



Fuel Injection . . . . . Continued from Page 144

rect method permits fuel injection during the full time of the intake stroke and some part of the compression stroke too. This is one reason why high speed racing cars like the Mercedes use direct injection. Some of the problems and the high cost of the timed injection system can be avoided if we use divided but continuous non-injection, non-timed.

Continuous Flow Injection

In this system most of the fuel is delivered continuously into each intake port during the non-section strokes of the engine cycle. It is drawn into the cylinder when the intake valve opens up on the intake stroke. This eliminates fuel line inertia, but the metering orifices must be made very small because the fuel is constantly dribbling in. A major problem in this system is to keep fuel from boiling in the lines during manifold depression at idling part throttle.

In the ordinary carburetor, fuel is metered and delivered into the air stream by the same pressure potential and at practically the same point. If these two functions are separated as in the injection carburetor we can do several things to improve performance fuel metering. Force can be amplified, fuel can be delivered at any point in the system, and additional energy for atomizing the fuel can be supplied. Fuel is fed to the carburetor from a pump located in the fuel tank. Then fuel is metered and supplied to the supplementary pump and repressurizes it and sends it to a nozzle above the throttle valve.

Injection at this spot avoids icing. Pressure carburetors for passenger car engines give almost complete freedom from carburetor icing. Also they are quite insensitive to hot fuel problems and the changing conditions of quick stops and sharp turns.

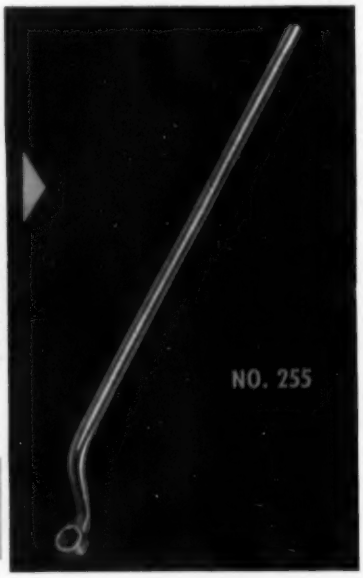
With any of these systems [timed, continuous, or injection carburetors], proper air fuel ratios must be maintained during variations in engine load.

Herbrand

TOOL OF THE MONTH

CHRYSLER CENTER PLANE BRAKE ADJUSTING WRENCH

This newly-developed wrench speeds the adjustment of 1957 Chrysler brakes. It is designed with extra length of offset, to provide clearance around new oversize tires. The No. 255 has a 7/16" six-point opening and is 12" long. It is another in the endless series of time saving special tools designed by Herbrand.



COMPARE THE PRICE
MECHANIC'S NET ONLY $1.95!

THE COMPLETE Job Matched TOOL LINE

This *job-matched* line has been the first choice of master mechanics for more than 75 years—because superior design and quality are traditional at Herbrand.

Greater strength and utility are built-in features of Herbrand Tools, for many reasons. Long experience at drop forging—hot broaching methods—scientifically controlled hardening—special analysis alloy steels... These plus qualities, and advanced engineering standards, help mechanics using Herbrand Tools do a better job faster. Write for complete catalog.

SCREW DRIVERS—**PLIERS** Best for balance—comfortable grip. Full polish. Built for heavy duty use.

HERBRAND WRENCHES Drop forged from toughest alloy steel. A size and type for every job.

HERBRAND RATCHETS—**SOCKETS** Combine rugged strength with unusually light weight. Carefully heat treated.

HERBRAND TOOL SETS—**CHESTS** More than 60 kits and sets to meet any special requirement.

Herbrand Tools
FREMONT, OHIO

"It passed okay, but when I slapped the inspection sticker on . . . crash! ! "

MEET THE BIG 3

Every one a De Soto!

Yes sir, mister, this is De Soto's "big three"—the big three that covers the market six ways from Sunday. (Over 90% excluding the lowest priced cars.)

Fireflite, Firedome and the new lower priced FireSweep —a heads-up, fast moving trio that gives every De Soto dealer the hottest selling and profit combination in the industry.

The new FireSweep series alone opens up a market for De Soto dealers that right now accounts for a whopping 28% of all automobile sales; it's the lower medium price market and it's growing every day. De Soto dealers with the conquest power of FireSweep are growing right along with it! Like we keep saying . . .

IT PAYS TO BE A DE SOTO DEALER!

Safety Checks . . . . . Continued from Page 43

trained to recognize evidence of unsafe vehicle conditions;

4. Vehicles damaged beyond the point of determining condition at the time of the accident; and
5. Unwillingness of many drivers to admit maintenance neglect because of possible involvement in contributory negligence.

However, in 1955 reports from nine states conducting official vehicle inspections showed up to 71 per cent of all vehicles inspected were rejected because one or more parts required immediate service for safe operation. During the 1956 National Vehicle Safety-Check, of more than two million vehicles checked in dealer service departments and at voluntary community Safety-Check lanes, ONE out of every FIVE needed attention to one or more of the ten items affecting safe driving conditions. Leading items in need of service attention were: rear lights, brakes, front lights, exhaust system and tires, in that order.

Growth of community-wide participation in the annual Vehicle Safety-Check is one of its most dramatic developments in recent years. From a one-city test early in 1954, community Safety-Checks mushroomed in May to 147 participating cities. In 1955, 422 cities and 17 counties took part, and last year a high of 800 cities and 95 counties participated. In each city and county, public officials, civic groups and dealers worked together to make Safety-Check a cooperative community effort.

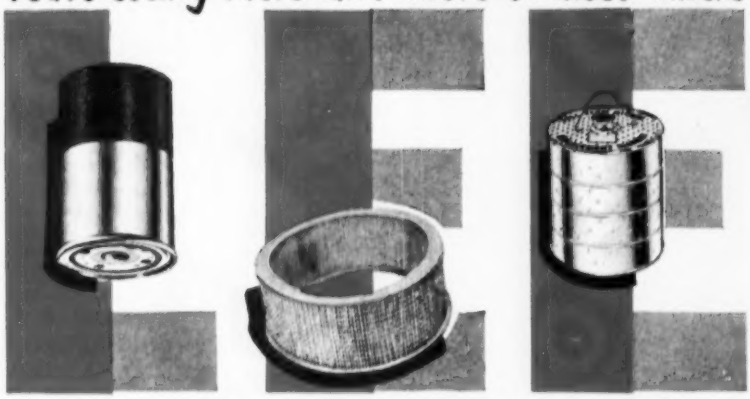
"That power steering takes all the work out of parking!"

Special Committee

This year, automobile and tire companies have loaned the Inter-Industry Committee the services of 19 men for a 90-day period to aid in contacting local businessmen, public officials, and

(*Continued on page* 150)

You're seeing more and more of these filters



...they're signs of a smart buyer!

"DISCARDIT"®
FULL FLOW
MICRON ELEMENTS

Easy on, easy off! No tools, mess or parts to clean! No housings, oil lines or connections! No fuss, no adjustments! Built-in diaphragm scientifically controls oil flow! Pressure by-pass valve insures immediate oil supply. The accordion-pleated filtering material traps asphalt and carbon as fine as 5 millionths of an inch! Amazing Feridium Anode destroys damaging, motor-crippling acids! The LEE "Discardit" works better – costs less – leaves a higher net profit! Make sure you stock them! STANDARD REPLACEMENT on 1957 Ford, Mercury, Lincoln, Thunderbird, Continental, Turnpike Cruiser, Studebaker Golden Hawk and Studebaker President.

"DISCARDIT" ADAPTER PLATE AND GASKET
For conversion on all Ford Products equipped with conventional full-flow filters.

"MICRALYTIC"®
CARBURETOR
AIR FILTERS

Only 8 numbers give you complete coverage for every '57 car that has been factory-equipped! Exclusive moisture-resistant "Micralytic" construction insures high dust capacity! High-velocity air passages are constantly maintained at all engine speeds! Bonded gaskets prevent by-passing of dirty air! Order at once!

FULL FLOW
MICRON ELEMENTS

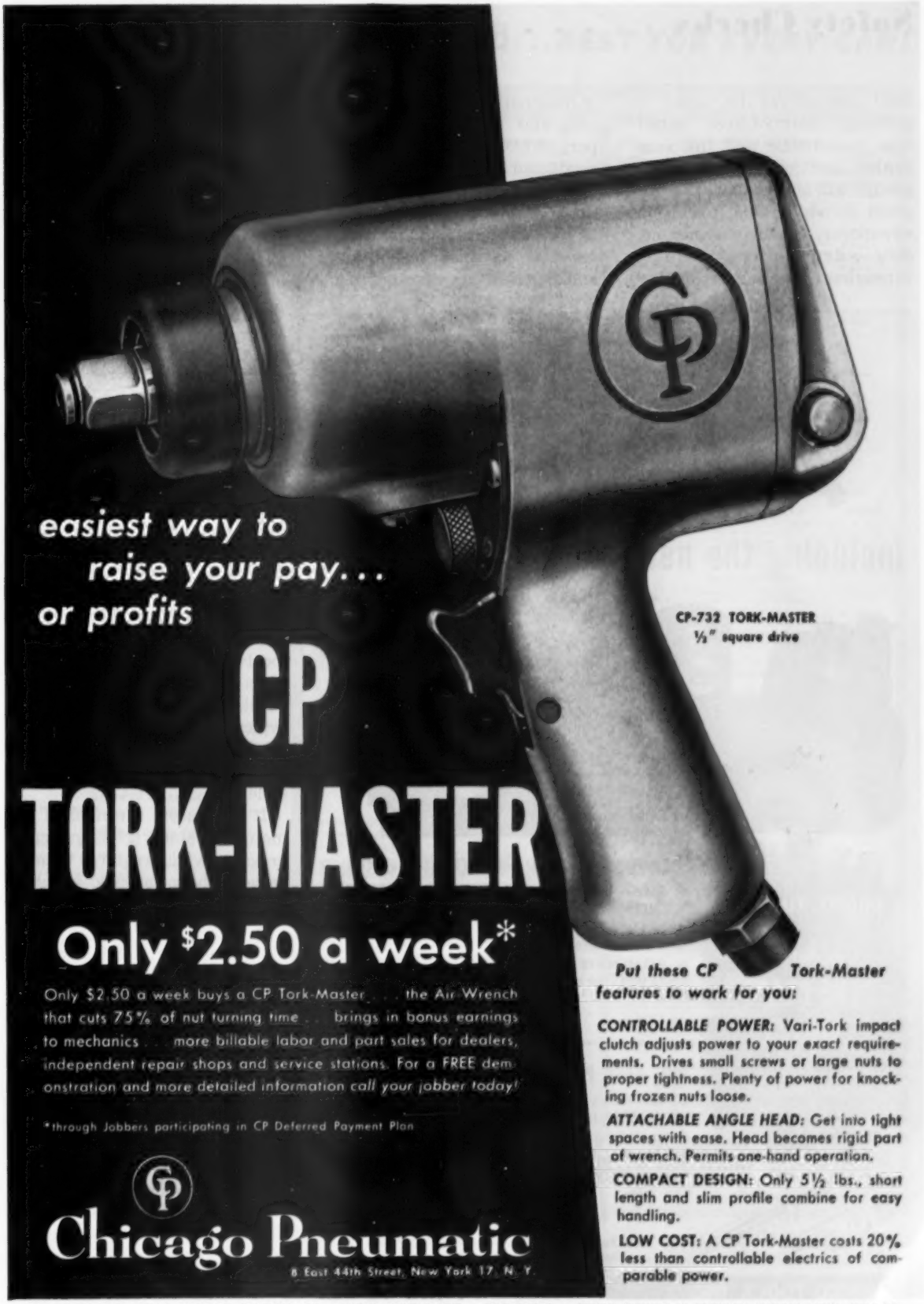
Made exactly to replacement specifications. They provide two-way protection with accordion-pleated filtering material that traps asphalt and carbon as fine as 5 millionths of an inch PLUS the amazing Feridium Anode that destroys damaging, motor-crippling acids! No other filter can match LEE in concept, quality or performance! They're better – they cost less – you profit more! Be sure to stock them! STANDARD REPLACEMENT for all popular cars, trucks, buses and tractors.

16 FEET OF ACCORDION-PLEATED FILTERING ELEMENT TRAPS ASPHALT AND CARBON AS FINE AS 5 MILLIONTHS OF AN INCH!
AMAZING ANTI-ACID FERIDIUM ANODE COMPLETELY NEUTRALIZES DESTRUCTIVE ACIDS!

THE ONLY FILTERS WITH THE PARALYZING ACID-DESTROYING Feridium® ANODE!

Write for NEW catalog!

LEE FILTER CORP., NORTH ARLINGTON, N. J.


easiest way to
raise your pay...
or profits
CP
TORK-MASTER
Only $2.50 a week*
Only $2.50 a week buys a CP Tork-Master . . . the Air Wrench that cuts 75% of nut turning time . . . brings in bonus earnings to mechanics . . . more billable labor and part sales for dealers, independent repair shops and service stations. For a FREE demonstration and more detailed information call your jobber today!
*through Jobbers participating in CP Deferred Payment Plan
Chicago Pneumatic
8 East 44th Street, New York 17, N. Y.
CP-732 TORK-MASTER
½" square drive
Put these CP Tork-Master features to work for you:
CONTROLLABLE POWER: Vari-Tork impact clutch adjusts power to your exact requirements. Drives small screws or large nuts to proper tightness. Plenty of power for knocking frozen nuts loose.
ATTACHABLE ANGLE HEAD: Get into tight spaces with ease. Head becomes rigid part of wrench. Permits one-hand operation.
COMPACT DESIGN: Only 5½ lbs., short length and slim profile combine for easy handling.
LOW COST: A CP Tork-Master costs 20% less than controllable electrics of comparable power.
AIR AND ELECTRIC IMPACT WRENCHES • BEAD BREAKERS • ZIP-GUNS • PNEU-DRAULIC TRUCK JACKS AND PUMPS

Safety Checks . . . . . Continued from Page 148

local committees to assist in planning Safety-Check activities. Automobile and tire companies and other cooperating groups will also support the program through radio, television, newspaper, magazine and outdoor advertising messages throughout the month of May.

Nationally, the community programs have the added support of LOOK Magazine and are conducted with the cooperation of the National Association of State Safety Coordinators. The Inter-Industry Committee serve as National Headquarters and supplies "how-to-do-it" planning materials to all participating communities. Special banners, window and outdoor posters, hand-out leaflets and other promotional aids are available to dealers and communities through National Headquarters. Many dealers and communities will give motorists a free copy of the new "Safe Trip Guide"—a colorful leaflet giving tips for safe, enjoyable motoring.

Vehicle Safety-Check provides one of the best examples of traffic safety support by local representatives of the automotive and allied industries. They serve on planning committees, cooperate in financing and promoting local activities, and loan the services of mechanics to assist at check lanes. Their support is typical of the individual participation in a traffic safety activity which the program makes possible.

It also meets the need of the motorists since it is an action program which requires them to do something tangible which is easily understood. Sometimes this lesson is dramatic or amusing. A man in Laurel, Mississippi, who had just bought a used car from a friend, was told at a check lane that the tie-rod couplings were held together with baling wire. In New Bern, North Carolina, a pick-up truck failed all check points except the horn. In Kalamazoo, Michigan, only the tail lights on one car would work. The Safety-Check chairman in Kansas City, Kansas, reported, "One individual who had all four tires rejected was back the same afternoon with four brand new tires

(*Continued on page* 154)

The young couple had been a little hard pressed for money and the bride had been preparing hamburger in as many different ways as she knew how. On the 12th day she served still another version of chopped meat. As the husband surveyed it wearily he murmured: "How now, ground cow?"

AMMCO Bench grind ALL Brake Shoes

including the new fixed anchor brakes

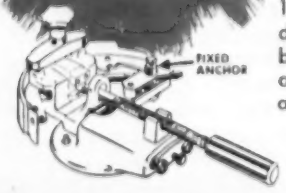
MODEL 2000 SAFE-ARC BRAKE SHOE GRINDER

★ CLEAN — vacuum system prevents flying dust
★ FAST — 8 shoes in less than 4 minutes
★ ELIMINATES comebacks and free re-adjustments
★ EASY TO USE — only 2 adjustments — can't make mistake
★ RANGE — shoes for drums 8"-17" diameter
★ COMPLETE — including 1/3 h.p. motor —

only $229.50

PROFIT THROUGH ACROSS-THE-BOARD SERVICE

Satisfied service customers assure constantly increasing sales for you.



NO. 4140 FIXED ANCHOR SHOE CLAMP

Grinds ALL shoes for fixed anchor brakes (10"-11"-12") — EFFICIENTLY and ECONOMICALLY. Cures diving, spongy pedal, and pulling problems caused by incorrect lining to drum contact. Can be used on any Ammco Safe-Arc Grinder Serial No. 2560 and later.

only $69.50 complete

See Your Ammco Jobber — Ask For Free Demonstration In Your Own Shop

AMMCO TOOLS, INC., 2102 Commonwealth Ave., North Chicago, Ill.

PUROLATOR

RACE-PROVED...BEST FOR EVERY CAR!

PUROLATOR OIL AND AIR FILTER REFILLS FOR DOMESTIC CARS

PLYMOUTH Oil Filters

	Orig. Equip.	Puro. Refill
1956-57—V-8 Models	Puro. P-76-01	P-76*
1949-57—6 Cyl. Models (if filter equipped)	Puro.	PER-1½
1955—V-8 Models	Puro. Shunt Type	P-70FF†
1953-57—6 Cyl. Models	Puro. P-766	P-70FF†

1940-57 Models without oil filters †P-70 refill can may be equipped with Puro. Kit 709 also be used. plus fitting sets PS-39 and PS-48

*Savoy and Plaza V-8 models with engine serial P-29-40,001 to P-29-80,000 use P-70 Refill.

PLYMOUTH Air Filters

1957—V-8 Models (with 2 barrel carburetor)	Puro.	AFP-4
1957—V-8 Models (with 4 barrel carburetor)	Puro.	AFP-1
1957—6 Cyl. Models	Puro.	AFP-3

Plymouth Air Filter 1730820 takes Puro. AFP-4 refill; 1735871 takes Puro. AFP-1 refill; 1738022 takes Puro. AFP-3 refill.

DODGE Oil Filters

1953-57—V-8 Models	Puro.	P-70FF†
1948-57—6 Cyl. Models (if filter equipped)	Puro, P-701, P-706	P-70FF†

1949-54 Models without oil filters †P-70 refill can may be equipped with Puro. Kit P-409 also be used. or P-709 plus fitting set PS-39

DODGE Air Filters

1957—V-8 Models	Puro.	AFP-1
1957—6 Cyl. Models	Puro.	AFP-4

Dodge Air Filter No. 1730861 or 1730859 takes Puro. AFP-1 refill; 1738031 takes Puro. AFP-4 refill.

CHRYSLER (including Imperial) Oil Filters

1957—All Models (incl. Imperial)	Puro. P-781	P-70FF*
1946-56—All Models (incl. Imperial)	Puro. P-807	P-82

*Part of 1957 Imperials will use P-82 refills.

CHRYSLER Air Filters

1957—All Models (incl. Imperial)	Puro.	AFP-2

DE SOTO Oil Filters

1952-57—V-8 Models (from engine No. 7057)	Puro.	P-70FF†
1952-54—6 Cyl. Models (if filter equipped)	Puro.	PER-1½
1952—V-8 Models (to engine No. 7056)	Puro.	P-82

1937-54 6 Cyl. Models with filters †P-70 refill can may be equipped with Puro. Kit also be used. No. P-709

DE SOTO Air Filters

1957—All Models	Puro.	AFP-2

STUDEBAKER Oil Filters

1951-57—V-8 Models (except 1957 Golden Hawk)	Fram F-4	P-34
1943-55—6 Cyl. Models (Commander, Pres.)	Fram F-4	P-34

STUDEBAKER Oil Filters—Continued

	Orig. Equip.	Puro. Refill
1939-57—6 Cyl. Models without oil filters may be equipped with Puro. Kit 432	1951-57 V-8 Models without oil filters may be equipped with Puro. Kit 482	

FORD (including Thunderbird) Oil Filters

1957—All, incl. Thunderbird (with throw-away filter)	Ford Filter	PER-1*
1954-56—8 Cyl. & 6 Cyl. Models	Ford Filter	P-48
1952-53—6 Cyl.	Ford Filter	P-48
1942-53—V-8	Fram F-4	P-34

*Early 1957 Fords will not have the throw-away type oil filter. Such models will continue to use the P-48 refill. Ford oil filter ECG-6714-A use Puro. PER-1 as a replacement.

FORD (including Thunderbird) Air Filters

1957—V-8	Ford Filter	AFP-5
1957—Thunderbird	Ford Filter	AFP-8
1957—6 Cyl.	Ford Filter	AFP-6

Ford air filter refill EDB-9601-A1, -A2, -B1, -B2, B7A-9601-C, -B use PurOlator AFP-5; ECJ-9601-A1, -A2, -B1, -B2 use PurOlator AFP-6. Thunderbird refill ECJ-9601-C use PurOlator AFP-8.

MERCURY Oil Filters

1957—All Models* (incl. Turnpike Cruiser)	Ford Filter	PER-1
1954-56—All Models	Ford Filter	P-48
1942-53—All Models equip. with filter	Fram F-4	P-34
1939-53—All Models equip. with filter	Ford or Fram F-4	P-34

*Early 1957 models will not have the throw-away type oil filter. Such models will continue to use Puro. P-48 refill. Mercury throw-away type filter No. ECG-6714-A use Puro. PER-1 as a replacement.

MERCURY Air Filters

1957—Turnpike Cruiser	Ford Filter	AFP-7
1957—All other models	Ford Filter	AFP-5

Models using refill EDB-9601-A1, -A2, -B1, -B2, B7A-9601-C, -B replace with PurOlator AFP-5; Turnpike Cruiser using refill ECU-9601-B replace with PurOlator AFP-7.

LINCOLN (including Continental) Oil Filters

1957—All Models	Ford Filter	PER-1
1952-56—All Models (incl. 1956 Continental)	Ford Filter	P-48
1938-51—All Models equip. with filter	Fram F-4	P-34

LINCOLN (including Continental) Air Filters

1957—All Models	Ford Filter	AFP-7

PACKARD Oil Filters

1955-56—V-8 All Models	Puro. 34-07	P-34
1954—Packard series	Puro. P-766-7	P-70FF†
1943-53—Custom 8, and series 250, 300, 400	Puro. P-766-7	P-70FF†
1946-50—Taxicabs	Puro. P-905	P-90

1940-55 Clipper series without filter may be equip. with Puro. Kit 449 †P-70 refill can also be used.

CHEVROLET Oil Filters

	Orig. Equip.	Puro. Refill
1956-57—V-8 All Models	AC-PM-11	P-131
1955 V-8 Models without filters may be equip. with the PurOlator Kit No. 5008	1940-57 6 Cyl. Models without filters may be equip. with Puro. Kit No. 4286	

BUICK Oil Filters

1953-57—V-8 All Models	AC-PM-99	P-124
1953—Model 40	AC-P-10	P-125
1949-52—All Models	AC-P-10	P-125

1936-48 Models without filters may be equip. with Puro. Kit No. 436.

OLDSMOBILE Oil Filters

1949-57—Models 88-98	AC-PM-9	P-124
1949-50—Model 76 if equip.	AC-S-6	P-91

CADILLAC Oil Filters

1957—Brougham	AC-PM-9K	P-124
1950-57—All Models (except Brougham)	AC-S-6	P-91

Cadillac Refill No. 5872128 use Puro. P-124.

PONTIAC Oil Filters

1955-57—V-8 All Models	AC-PM-98	P-124
1942-54 All Models without filters may be equip. with Puro. Kit No. 435.		

HUDSON Oil Filters

1955-57—V-8 All Models	Fram F-4	P-34
1948-54—All Models with filter	Fram F-3	P-70-FR

1948-56 6 Cyl. Models including Jet without automatic clutch (except Rambler) that do not have oil filters may be equip. with Puro. Kit No. 462

1948-52 All 8 cyl. without filters may be equip. with Puro. Kit No. 433; 1956-57 Rambler Kit 487

NASH Oil Filters

1950-57—V-8 Ambassador if filter equip.	Walker TF-300	P-34W
1955-56—V-8 All Models	Fram F-4	P-34

Many Nash Models were not factory equip. with Oil Filters. Purolator provides complete kits as follows:

1956-57 Statesman, Rambler Kit 487	1952-56 Ambassador without power steering kit No. 484
1954 Statesman Kit No. 487	
1941-55 Statesman-Rambler Kit No. 483	1950-51 Statesman Kit No. 434

KAISER-FRAZER-HENRY J

1951-54 Kaiser if filter equip.	Puro. PER-1½	PER-1½
1946-50 Kaiser if filter equip.	Puro. P-700	P-70FF†
1950-53 Henry J if filter equip.	Puro. P-708	P-70FF†

†P-70 refill can also be used.

WILLYS Oil Filters

1946-57—Models optionally equip. with	Fram F-3	P-70-FR
1946-54—Univ. Jeep CJ-2A, CJ-3A; '53-'56, CJ-5A	Puro. P-700	P-70FF†
1946-54—Models optionally equip. with	Fram F-4	P-34

†P-70 refill can also be used.

PUROLATOR OIL AND AIR FILTER REFILLS FOR POPULAR LIGHT TRUCKS

CHEVROLET TRUCKS

	Orig. Equip.	Puro. Refill
1955-57—Models with V-8 Engine	AC-PM-11	P-131
1940-57—Models with 6 Cyl. Engine—Filter equip.	AC-S-6	P-91
1940-57—Models with 6 Cyl. Engine except (COE)	.....	Kit 428E

GM TRUCKS, BUSES

1955-57—Models with V-8 Engine	AC-PM-9P	P-124
1949-57—Models with 248 Engine	AC-L-1	P-37
1949-57—Models with 248 Engine	DeLuxe JC	T-1P
1949-57—Models with 270, 302, 308, 360, 426, 503 Engine	AC-S-2	P-50
1949-57—Diesel Model 4-71, 6-71 Engine	AC-S-3	P-38*
1956-57—Diesel Model 4-71T, 6-71T Engine	AC-PM-13	EP-75

*or PT-38 Micropack.

FORD TRUCK Oil Filters

	Orig. Equip.	Puro. Refill
1954-56—8 Cyl. and 6 Cyl.	Ford	P-48
1952-53—OHV Engines—EAO, EAH, EAJ, EAK, EAL, EAM	Ford	P-48
1949-53—Models with	Fram F-4	P-34
1939-53—Models with	Fram F-30	P-35

FORD TRUCK Air Filters

1957—V-8 With 272 eng., also Parcel Del. 6 Cyl. with 223 eng.	.....	AFP-5
1957—6 Cyl. Parcel Del.	.....	AFP-10
1957—V08 With low silhouette carb. (272, 292, 312 engines)	.....	AFP-5
1957—V-8 Heavy Duty with 272 engine (2 elements used)	.....	AFP-5
1957—V-8 Heavy Duty with 302, 332 engine (2 elements used)	.....	AFP-6

DODGE TRUCKS

	Orig. Equip.	Puro. Refill
1939-57—All filter equip. models	Puro. PER-1½	PER-1½
1946-57—1½ Ton and under	DeLuxe JC	T-1P
1946-57—Over 1½ Ton with	Puro. P-901	P-90
1946-57—Over 1½ Ton with	DeLuxe JC	T-1P

INTERNATIONAL TRUCK Oil Filters

1955-57—Series S except diesel and V-8 models	DeLuxe CU	T-2*
1953-55—Series R except diesel models	DeLuxe CU	T-2*
1950-54—Series L except diesel models	DeLuxe CU	T-2*

*The T-2 is a Sock Type Refill.

INTERNATIONAL TRUCK Air Filters

1956-57—††Models with RD-220, RD-240, RD-264, RD-282, RD-308 engines	Puro. Air Filter	AFP-9

††When factory equipped.

What a team to clean up with!

PUROLATOR

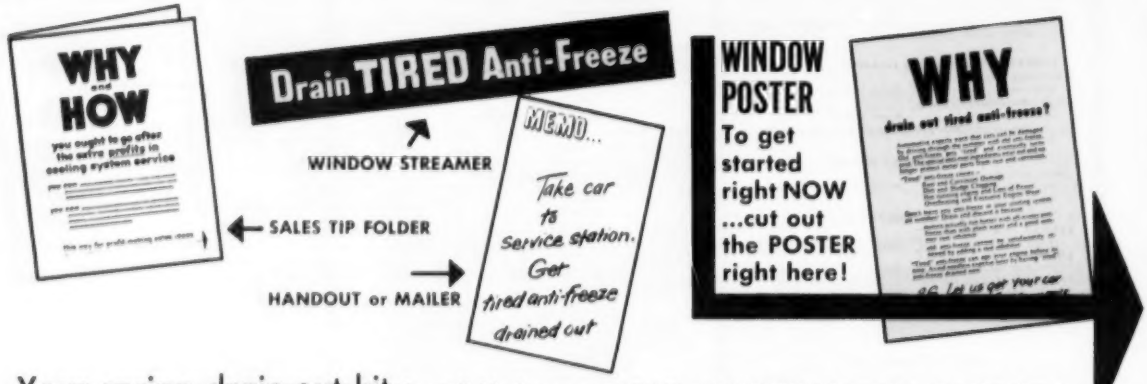
OIL AND AIR FILTERS

PUROLATOR PRODUCTS INC.
Rahway, N. J.; Toronto, Ontario, Canada
"Purolator" Reg. U. S. Pat. Off.

WHY feature spring drain-out?

- *You build customer good will!*
- *You get extra spring profits!*

Here's everything you need... FREE from PEAK and NOR'WAY!


WHY and HOW
you ought to go after the extra profits in cooling system service
Drain TIRED Anti-Freeze
WINDOW STREAMER
SALES TIP FOLDER
HANDOUT or MAILER
MEMO...
Take car to service station. Get tired anti-freeze drained out
WINDOW POSTER
To get started right NOW ...cut out the POSTER right here!
WHY
drain out tired anti-freeze?

Your spring drain-out kit is available from your PEAK and NOR'WAY supplier, or write direct to CSC at the address below. At the same time, get set for extra profits by placing your order now for your fall supply of PEAK and NOR'WAY Anti-freeze!

Why It Pays To Sell
PEAK® and NOR'WAY® Anti-freeze

- Top quality products!
- Hometown Advertising via TV, newspapers, and other media!
- National advertising in consumer magazines!
- Dealer Protection Plan that keeps profits with *you:*
  1. Dealer Installation Service promoted to car owners.
  2. Retail prices Fair-Traded.
  3. No sales to employees.
  4. Every gallon backed by CSC.
  5. Quick delivery during your selling season.

COMMERCIAL SOLVENTS CORPORATION CSC

260 Madison Avenue, New York 16, N. Y.

WHY

drain out tired anti-freeze?

Automotive experts warn that cars can be damaged by driving through the summer with old anti-freeze. Old anti-freeze gets "tired" and eventually turns acid. The special anti-rust ingredients wear out and no longer protect metal parts from rust and corrosion.

"Tired" anti-freeze causes –

- Rust and Corrosion Damage
- Dirt and Sludge Clogging
- Hot Running Engine and Loss of Power
- Overheating and Excessive Engine Wear

Don't leave any anti-freeze in your cooling system all summer! Drain and discard it because . . .

. . . motors actually run hotter with all-winter anti-freeze than with plain water and a good summer rust inhibitor.

. . . old anti-freeze cannot be satisfactorily renewed by adding a rust inhibitor.

"Tired" anti-freeze can age your engine before its time. Avoid needless expense later by having "tired" anti-freeze drained now.

P.S. Let us get your car set for summer!

Produced by Commercial Solvents Corporation as a service to the industry.

Safety Checks . . . . . Continued from Page 150

installed on his automobile."

After a Safety-Check in Rock Springs, Wyoming, friends convinced a motorist he should trade his old car in on a new model, which he did. A Safety-Check lane in Joplin, Missouri, had an unwelcome visitor when a car crashed into the supports holding up the banner identifying the street check lane. Luckily, there were no cars in the lane at the time and no one was injured. The driver was asked to appear in court.

For dealers, jobbers, service station men and other members of the automotive service industries, Vehicle Safety-Checks also provide dramatic results. They find that by giving their support and entire emphasis to traffic safety, the sales and extra service business will take care of themselves.

Here are some of the things you can do to take an active part:

1. Identify your place of business with Safety-Check by using official display materials during May. (A special kit of dealer promotional materials is available from Modern Displays, Inc., 13271 Mt. Elliott, Detroit 12, Michigan.
2. Cooperate with local Safety-Check planning groups.
3. Serve on community committees.
4. Help provide your city or county with official materials for Safety-Check lanes.
5. Loan mechanics to check vehicles at community check lanes.
6. Tie-in your advertising with the Safety-Check program.
7. Offer merchandise or service as prizes for local contests or drawings.
8. Offer Safety-Checks at your place of business.

During May, urge motorists in your community to "Enjoy Your Ride—Drive Safely in a Safety-Checked Car." Remember, "Safety-Checks Sell Service."

are you overlooking this bet?

DOLE
THERMOSTATS

Build Profits for You and Your Customers

It's always wise to remind your customers to check the thermostat as part of every tune-up job. A motor can't operate efficiently with a defective thermostat, so it pays off in satisfied customers and repeat orders to replace with Dole.

It's a big market, too. Over 9 million cars 3 to 9 years old should need replacement thermostats this year. Don't lose out on your share of this business.

Remember—with Dole you sell a line of quality thermostats for all types of cooling systems.

protect your good name with another

Control with Dole
DOLE
THE DOLE VALVE COMPANY
1901 Carroll Ave., Chicago 12, Ill.
Representatives in Principal Cities

"—And remember, men, the customer is always wrong!"

NEW PROFIT POTENTIAL IN 4-BARREL SERVICING

WITH HOLLEY'S SPECIALLY PRICED H-211 REPAIR KIT PROGRAM

Each H-211 assortment contains 6 repair kits—two each of three different part numbers—for complete coverage at low cost. Included are fully illustrated instruction sheets packaged with each repair kit as well as a colorful wall banner.

Introducing: Holley's H-211 4-barrel service kit program—the proper parts, *incentive priced*, and backed by a field-proven promotion campaign which will build your 4-barrel service profits. And—*most important*, a 4-barrel service school, condensed into a single evening session, yet thorough enough to fully familiarize you with 4-barrel repair.

To find out more about your growing profit potential in the growing 4-barrel service market, ask your authorized Holley distributor.

H-211 ASSORTMENT INCLUDES 2 OF EACH PART NO.	
PART NO.	APPLICATION
85R-335	1954 Mercury (std. and auto. trans.) 1954 Ford Police Car
85R-412	1955 Ford Pass. (std. and auto. trans.) 1955 Thunderbird (std. and auto. trans.) 1955 Mercury (std. and auto. trans.) 1955 Ford Police Car
85R-429	1956 Ford (std. and auto. trans.) 1956 Thunderbird (std. and auto. trans.) 1956 Ford Police Car 1956 Mercury (std. and auto. trans.)

HOLLEY Carburetor Co.

11955 E. Nine Mile Road
Van Dyke, Michigan

FOR MORE THAN HALF-A-CENTURY ORIGINAL EQUIPMENT MANUFACTURERS FOR THE AUTOMOTIVE INDUSTRY

RT-24

handle and somewhere between the two prods when they are making proper contact with the cell connectors.

Be sure the top of the battery is clean when servicing. Dirt on top of the battery promotes discharge, particularly in damp weather or if the car is kept in a damp garage. This electrical discharge occurs between the battery terminals and the metal hold-down clamps as well as between parallel cells. Shorts in the electrical system are often traced to this condition.

When prodding is finished and the battery has been checked satisfactorily, press the compound back into place. The prod mark holes encourage corrosion of the cell connectors and give the battery top an unsightly appearance.

Before Condemnation

Before condemning a battery, check again to be sure. Check it the following way: Fill the battery to its proper level and recharge. A full charge is required. This determines if one or more of the cells are weak. After charging, turn on the car lights a few minutes to remove the surface charge or air bubbles in the cells.

There is no machinery that can provide a substitute for the good neighbor.

After this, check with both a voltmeter and a hydrometer. Scale of the voltmeter should not vary over 25 per cent or .05 volts nor the hydrometer more than 0.025 points between the cells. When the battery does not meet these conditions, it is defective and should be replaced.

If the battery does meet all the above conditions the following test should be made under load. First operate starter for about 20 seconds or equivalent load test. Disconnect coil wire if necessary. Each cell should test at least 1.75 volts.

If less, the battery is defective and should be replaced.

Profit by the PAIR!

Take two—they're twin-packed. Simplifies stocking. Speeds handling. Sells matched performance. For double action, double profits: Golden Glides—in the tear-apart twin pack.

GOLDEN GLIDE SHOCK ABSORBER CO., CLEVELAND, OHIO

GOLDEN GLIDE
shock absorbers

"This is a ten passenger job—one steers and the other nine push!"

Put new "pep" into aging engines

***with* BUICK**

FACTORY ENGINEERED

Krome Piston Rings

See Section 2-E in Your Buick Shop Manual

Krome Compression Rings restore original power—are factory-seated for fast break-in—stand up better under high-compression heat and load.

Krome Oil Rings assure lasting low-cost oil control—even in out-of-round bores — with chrome-faced steel rails and exclusive Full-Flow Spring.

Buy Them From Your Buick Dealer—at your full discount—for profitable, satisfactory ring replacement in the Buicks you service.

Did You Know that only 1957 Buicks have the new rustproof rubber fuel line, with replaceable fuel filter located at the gas tank outlet?

BETTER WORK WITH

FACTORY ENGINEERED PARTS

ENGINEER APPROVED ACCESSORIES

BUICK

FACTORY ENGINEERED PARTS

SEE YOUR BUICK DEALER—*Your One-Stop Source of Buick Parts*

Art Simms, in racing since 1937, uses only Champions. He handled Rex May's car at Indianapolis "500." Simms, like all these men, works on both speedway and dirt track cars. Some also work midgets or stocks.

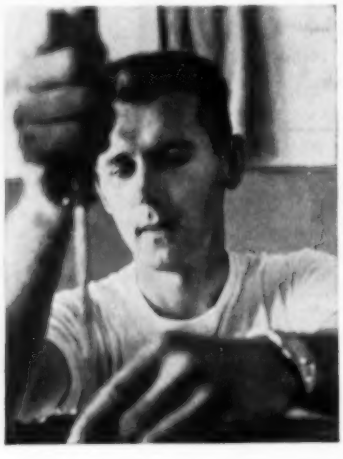
Herb Porter, racing mechanic since 1938, works on stocks plus dirt and speedway cars, is a Champion Spark Plug user. Championship cars burn alcohol. It gives only ⅓ of gas mileage, but is cooler, develops more power.

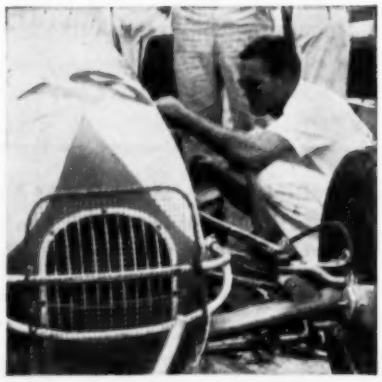
Indianapolis mechanics squeeze extra horses out of cubic inches... and their developments are often later used on passenger cars. Come with CHAMPION... their favorite spark plug— and meet these...

Men at work

Owner-mechanic Ernie Casale *(above right)* inspects his combination speedway-dirt car with helper Ronnie Ward. Casale's first big car (he has had 7 small ones) is doing well at dual job. Racing since 1937, Casale is Champion booster.

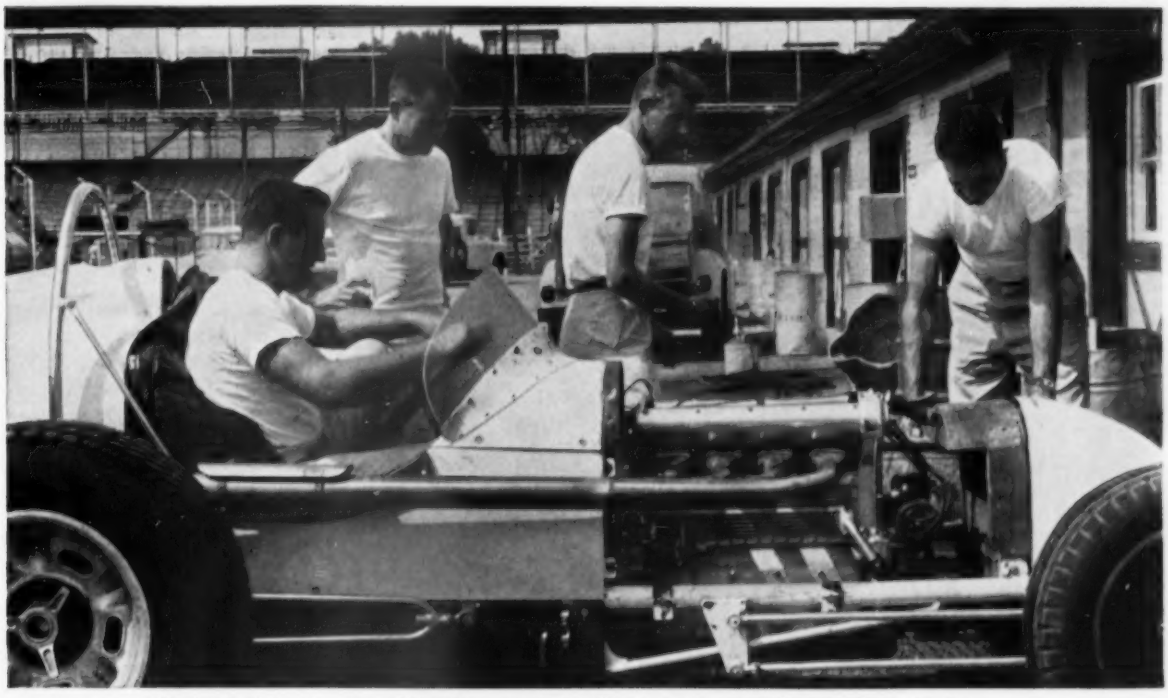
A. J. Watson *(below)* handles Champion-equipped John Zink Specials, Indianapolis winners in '55 and '56. Named "Mechanic of Year" in '55, he designed and built '56 "500" winner. He started in 1948 by building car, had first "500" entry in 1950.





Jud Phillips *(above)* started with stocks in 1948, Championship cars year later, worked with Watson from '50-'54. His driver placed 3rd at Indianapolis in '56. Phillips tried competitive plugs for a year, went back to Champions.

CHAMPION SPARK PLUG



Mechanics from two competitive teams work together to start car. Said one, "We try hard to beat the others, but we'll lend them anything we've got." Car is "dirt track" type, higher than "speedway" models that run on pavement. Empty Indianapolis stands loom in background.

...inside the big brick track

Within the big brick oval of the famed Indianapolis Speedway sits a group of garages, national racing headquarters for "big car" competition. Here work the men who tend and tune "Championship" cars . . . those big racers that run at Indianapolis—and at dozens of other tracks around the country. Some Championship cars are built for paved "speedway" tracks, some for unpaved "dirt" ovals, some for both.

The mechanics who build and baby these speedsters play a unique part in testing and perfecting developments such as superchargers, torsion-bar suspension and fuel injection. Balloon tires, rearview mirrors and 4-wheel brakes originated at Indianapolis. These mechanics of USAC,* who make racing a full time career, tell us that they believe there is no tougher test of a spark plug than in their engines . . . compact marvels that squeeze 3 to 3¼ horsepower from each cubic inch. Year after year Champion Spark Plugs have been the choice of almost all leading race mechanics, powering the winner of the Indianapolis "500" in 26 of the last 32 races. Take a tip from these men who know engine performance. Recommend 5-rib Champions for all your customers.

Sincerely,
Jim L

DEPENDABLE 5-RIB

CHAMPION

SPARK PLUGS

COMPANY, TOLEDO 1, OHIO

*United States Automobile Club

A 1957 Rambler station wagon has been placed in service at the Flamingo Hotel in Las Vegas for use as courtesy car for guests. Riding the new "stagecoach" are twins Ruth and Jane Earl, dancers at the hotel.

Allied Member List Swells Ranks to 42

Six more national firms, mostly manufacturers of automotive parts and supplies, have joined IGO of America recently. According to National executive director Ralph James, this raises the total number of allied members to 42.

James added that these new memberships resulted from a letter writing campaign growing out of a suggestion advanced at the January board meeting.

On the day John learned of the birth of his first grandchild, a friend inquired how it felt to be a grandfather.

"It's good news, of course," John replied. "But I'll have to get used to the idea of being married to a grandmother."

Education . . .

Continued from page 124

The 57th class includes 45 dealership personnel from 27 states who have completed their intensive study in subjects ranging from business management to merchandising of new and used cars and trucks.

Since the original class was held in the Henry Ford Trade School, the scope of subjects has increased. Now, with the Merchandising School classrooms located on the Fairlane estate of the late Henry Ford, a total of 43 classroom sessions, discussions and tours are held for the dealership personnel.

A faculty of 33 instructors, among them the top management of Ford Division, give classroom talks and demonstrations, and encourage discussions among the students.

Antiques belong in museums
...NOT IN CARS!
MODERN WHEEL CYLINDER SERVICE DEMANDS THE
New EIS "E" Series CUPS and Expanders!
Smaller wheels, higher speeds and quicker stops mean hotter drums and cylinders. Make sure of every stop — insure against leakage by servicing wheel cylinders with EIS "E" Series Cups! They're made of a new, heat-resisting compound — yet they remain flexible at 40° below zero! EIS "E" Series CUPS ARE A MUST ON MOST 1956-57 CARS THAT HAVE BEEN FACTORY-EQUIPPED. USE THEM ON ALL JOBS!
No. A222 Assortment
Service wheel cylinders from this new, "E" Series Cup, Expander and Spring Assortment. Contains all sizes up to 1½".
"E" Series STANDARD PACKAGE Contains 10 Cups, 10 Expanders, and 5 Springs.
EIS Master Cylinders and Kits come with Ribbed Cups. They're better — they cost no more!
EIS Wheel Cylinders and Kits now come with "E" Series Cups and Expanders and in applicable cases, with Ribbed Cups.
25 YEARS
Write for Catalog
"The COMPLETE Brake Parts Line"
EIS AUTOMOTIVE CORP. Middletown, Conn.

THE MOST *TROUBLE-FREE* IGNITION CONDENSERS EVER DESIGNED

ALL THESE ECHLIN EXTRAS AT NO EXTRA COST TO YOU!

ADVERTISED IN The Saturday Evening POST

NAPA Symbol of Quality

ECHLIN

A PRODUCT OF ECHLIN

Ignition

CONTACTS
COILS • CONDENSERS
& OTHER AUTOMOTIVE
ELECTRICAL PARTS

ECHLIN MANUFACTURING COMPANY • NEW HAVEN 5, CONN. • U. S. A.
ECHLIN IGNITION OF CANADA LTD. • 56 CONNIE ST. • TORONTO 15, CANADA

WEAVER
TWIN POST LIFTS
are not obsoleted by the New cars

Photo (above) shows front saddle and adapters in proper contact with the front end suspension on a 1957 Chrysler Imperial.

When you own a Weaver Twin Post Lift you not only handle the older cars but the new ones too. The Weaver Twin Post is the only automotive type lift that can be purchased with any combination minimum and maximum wheel base desired. Model EC-102 (illustrated) is Air-Oil Operated and has a capacity of 11,000 lbs.

THERE ARE NO RAILS, SUPERSTRUCTURES OR FRAMES IN THE WAY! This gives mechanic complete visual and working access to all under chassis points.

Actual time studies on a wide variety of service jobs show that production increases 25% to 100% when a Twin Post Lift is used instead of previous methods.

Consult your Weaver jobber or write us for time study proof of Twin Post superiority job-by-job. Ask for Bulletin MA-457.

WEAVER

WEAVER MANUFACTURING CO., SPRINGFIELD, ILL., U.S.A.

SERVICE SHOP EQUIPMENT

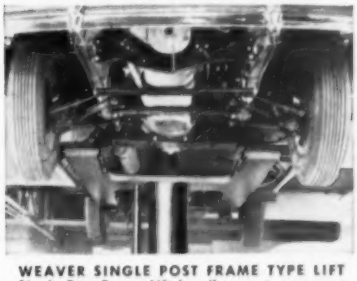
Complete line includes: Twin Post Lifts . . . Triple Post Lifts . . . Single Post Roll-on, Free-Wheel and Frame Type Lifts . . . Unit Lifts . . . Bumper Lift . . . Car Washers . . . Wheel Alignment Equipment . . . Headlight Testers . . . Brake Testers . . . Wheel Balancing Equipment . . . Jacks . . . Wheel Dollies . . . and Air Compressors.

WEAVER
SINGLE POST LIFTS
for limited service applications

Weaver now offers 3 advanced designed Single Post Lifts for certain specialized services where these type of lifts may be of advantage. Each has a capacity of 8,000 lbs. and may be had in Air-Oil Operated Full-Hydraulic, Electric-Oil Operated Full-Hydraulic and Air-Oil Operated Semi-Hydraulic Models with Wall-Mount Type Controls.

WEAVER SINGLE POST ROLL-ON TYPE LIFT The roll-on type lift is used without adapters or changes for any of the new American cars except the Metropolitan.

WEAVER SINGLE POST FREE-WHEEL RAIL TYPE LIFT. With this type lift extra service operations may be performed such as tire changing, wheel bearing service, brake work and other wheel service work. Front and rear adjustable adapters handle all cars.



WEAVER SINGLE POST FRAME TYPE LIFT Single Post Frame Lift handles most passenger cars regardless of tread width except those cars not recommended by certain manufacturers.

Get all the facts on these 3 Single-Post Lifts. See your Weaver jobber or write us direct.

WEAVER
MANUFACTURING CO., SPRINGFIELD, ILL.
WEAVER SERVICE SHOP EQUIPMENT

Pop O'Neill . . .

Continued from page 41

was Tommy's verdict.

"Oh Tommy!" wailed Betty. "Can't you fix it here? I've just got to have the car running at 5. Daddy will kill me!"

"Well," said Tommy, his manner relenting a bit. "It's not your fault that the valve lifters are sticking. Your father won't blame you."

"That's just the trouble. He will. When I drove your friend Benny to the doctor this morning for his ankle check-up, Benny "power-timed" it or something. And I know Daddy will find out somehow or other."

"Oh Benny power-timed it, did he?" scowled Tommy. "Maybe that didn't cause this trouble, but he ought to leave those things for real mechanics. You need instruments for things like that."

Leaving the flivver at Jeffries, and promising Betty he'd be as quick as he could, Tommy took the Chevrolet back to the garage.

Pessimist: A fellow who always looks both ways before crossing a one-way street.

He removed the cover again and began to blow compressed air through the passages. Still no oil flowed to the rocker arms.

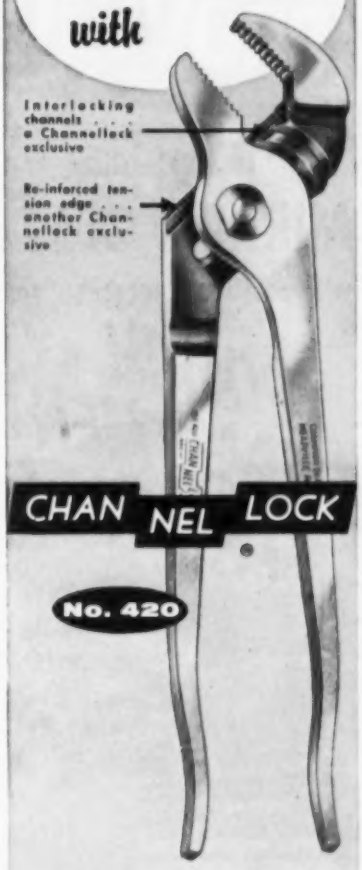
Then Tommy checked the oil itself. It seemed clean and free of dirt or particles of any kind. About that time—4:15 p.m.—Pop sauntered over.

"Valve lifters are noisy Pop on this V8. Can't seem to get any oil to the rocker arms. I guess we'll just have to pull the head, 5 o'clock or not."

"This is still a pretty new car, Tommy. Ain't likely that it's something under the head. Let's check it out some more. Did you look at the diagram of the oil flow?"

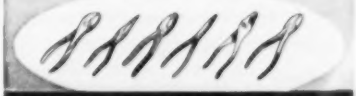
(*Continued on page* 164)

get a better grip on your job with


Interlocking channels . . . a Channellock exclusive
Re-inforced tension edge . . . another Channellock exclusive
CHAN NEL LOCK
No. 420

"Grips like a pipe wrench!" "A cinch to use in hard-to-get-at places". Reasons why Channellock No. 420 is the first choice of skilled mechanics . . . everywhere. And *only* Channellock has the interlocking channels that can't jump out no matter how hard you grip. *Only* Channellock has the re-inforced tension edge to withstand maximum gripping force. So when you ask for a Channellock, be sure you get *genuine* Channellock. Look for the trade mark on the handle.

CHANNELLOCK
first choice of skilled Mechanics



CHAMPION DEARMENT TOOL COMPANY
MEADVILLE PENNSYLVANIA

MAKE US PROVE IT!

Meguiar's MIRROR GLAZE

will positively increase your

POLISH DEPARTMENT PROFITS!

MIRROR GLAZE

★ Does a better job
★ Creates repeat customers
★ Eliminates kick-backs

Factory-trained sales and service representatives coast-to-coast will prove Mirror Glaze superiority—without cost or obligation.

Write Today to
Mirror Bright Polish Company
Pasadena 8, California

MIRROR BRIGHT POLISH CO., Dept. MA
P.O. Box 234M, Pasadena, Calif.

☐ We'll make you prove it! Have your salesman call at no cost or obligation.
☐ Just send FREE folder.

NAME_____

COMPANY_____

ADDRESS_____

CITY_____ STATE_____

Pop O'Neill . . .

Continued from page 163

Tommy replied in the negative. Pop told him to get out the latest Chilton Motor Age Flat Rate & Service Manual. Pop flipped a few pages, looked at the diagram photo, and nodded his head. "Let's check the timing."

"That's funny," replied Tommy. "The timing is probably out. Seems Bett . . . Miss Jeffries said the timing had been advanced — power-timed by a . . . a passenger in her car recently."

Tommy got the timing light. He found that the Chevrolet's timing was too far advanced. He made adjustments to proper specs.

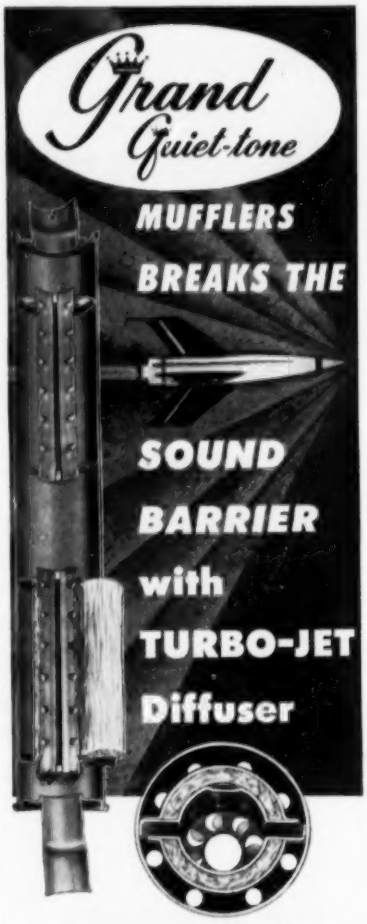
Then Pop started the engine and Tommy watched mystified as oil began to flow regularly to the rocker arms.

"By checking the photograph," Pop explained, "you can see the path of the oil flow. A hole lines up with the distributor housing which meters the oil to the rocker arms. If the hole is blocked, which happened in this case when the timing was advanced too far, the oil flow is choked off.

"I'd continue this lecture on checking fundamentals but it's getting on to 5 o'clock. Put the cover back, make out the charges, and drive this car back to Miss Jeffries."

Tommy did so. When he returned the car to the happy Betty, apparently his own timing was right. Tommy snagged a date with her for the Saturday Automotive Exhibit over in the City — to show her, as Tommy put it, "how the modern car operates as seen through the eyes of the *professional mechanic*."

Both the wife and husband passed out at the party. The thoughtful hostess brought them some Alka-Seltzer. "Wake up, darling," the wife said, hearing the fizz, "they're playing our song."



TURBO-JET DIFFUSER
Produces an
ACCEPTABLE SOUND LEVEL!

The *all new* Grand muffler with TURBO-JET diffuser completely overcomes one of the most challenging problems ever to face the muffler industry. TURBO-JET diffuser is an entirely new concept of sound dynamics —the result of four years of scientific research and testing. Now, at last, the ultimate has been achieved—Grand, a muffler that gives the full advantage of straight through construction without sacrificing the control necessary to create a pleasing, *acceptable sound level.*

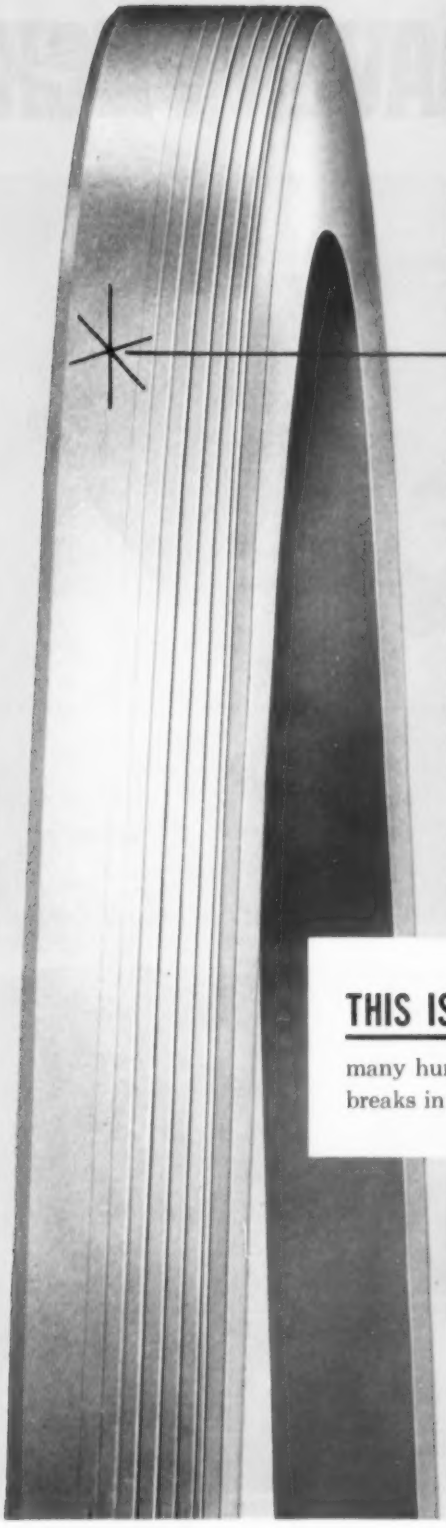
GRAND FEATURES DESIGNED SPECIFICALLY TO MATCH MODERN ENGINE PERFORMANCE

• Maximum dissipation and evaporation of acids and exhaust gas condensates, reduces internal corrosion and "rusting out" • Complete circulation in expansion chambers reduces temperature and physical volume of exhaust gas...speeds up discharge • Fiberglass packed high frequency sound chamber • Minimum back pressure • TURBO-JET Diffuser sets exhaust gases in swirling motion to speed-up discharge.

Fully backed by National Advertising

Grand Automotive Products
Dept. 54 • 2055 N. Ruby St. • Melrose Park, Ill.

Throw away the scouring powder...



Krome-Oil is pre-seated

Pre-seated Krome-Oil Piston Ring Sets break in fast. No need for scouring powder. They deliver the immediate oil control your customer expects, eliminate costly comebacks.

And Krome-Oil is a full chrome ring set—top groove compression ring chrome, chrome on the side rails of the steel oil ring. Meets all manufacturers' "specs" best for the more than 27,000,000 cars sold since 1951 for which they recommend chrome replacement rings. Many of these cars are in your area—ready, or near-ready, for ring jobs.

Don't forget Krome-Oil's All-in-one Envelope. Holds the rings for one piston in order of installation. No mix-ups, misplaced parts. Saves time.

THIS IS PRE-SEATING Pre-seating is a factory-applied lapping process equivalent to many hundreds of miles of actual engine operation. Krome-Oil breaks in fast, delivers instant oil control. No costly comebacks.

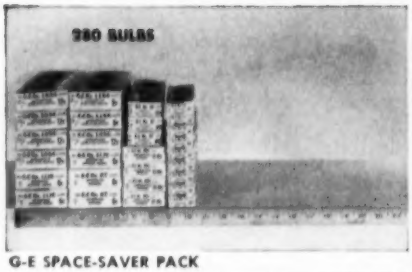
AMERICAN HAMMERED

AUTOMOTIVE REPLACEMENT DIVISION
2001 Sanford Street, Muskegon, Michigan
Manufacturers of American Hammered Automotive Replacement Piston Rings
A Division of Sealed Power Corporation

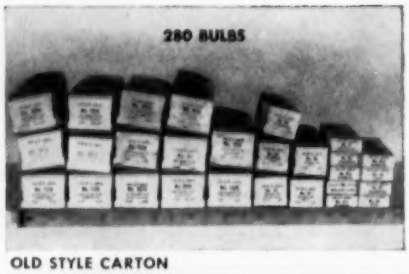
Here's the lamp package designed with you in mind...
and there's no other package like it!

THE GE SPACE-SAVER PACK

- **SAVES 30% IN SHELF SPACE**
- More space for other items
- Stacks easily, no round tops or bottoms
- Stock always looks neat



G-E SPACE-SAVER PACK



OLD STYLE CARTON

- **NO COVER OR FLAPS TO OPEN**
- No insert or platform to fuss with
- Bulbs removed by a flick of a finger
- No more "dog-eared" cartons

G-E SPACE-SAVER PACK

OLD STYLE CARTON

- **SPEEDS UP SERVICE**
- Identification on BOTH ends of each pack
- You can count lamps at a glance
- Space for price marking
- Lamps fully protected

G-E SPACE-SAVER PACK

OLD STYLE CARTON

...and to help you get the most from the new
SPACE-SAVER PACK, here's...

THE G-E "SPACE MISER" RACK

- Made of sheet metal
- Keeps all your small lamps in one place
- Stocks stay neat, safe from damage
- Cartons are easily reached, identified, removed
- Fits on shelf or wall
- Holds 280 lamps

FREE!

G-E "SPACE MISER" RACK

This great new rack is yours when you order the 7 fastest-moving lamp types—listed below. The "SPACE MISER" rack and the 70 lamps plus 7 empty unmarked SPACE-SAVER PACKS are prepacked in a single carton! Get this deal from your G-E Wholesaler today!

Save Time, Space, Trouble—This great new "SPACE MISER" *metal* rack, and the revolutionary new SPACE-SAVER PACKS, combine to save space, time and tempers. The "SPACE MISER" rack holds up to 280 lamps—and it's made of heavy-gauge steel. It's only 11" wide, 6¼" high, and 8" deep—a blue and white baked-on enamel finish. And what's best . . . IT'S FREE! FREE! FREE! Just buy the small assortment listed below (at your regular price), and the "SPACE MISER" metal rack is yours! Act now!

G-E "SPACE MISER" Rack FREE When You Buy These 70 Lamps at Your Regular Cost!

NO.	VOLT	QUAN.	PRICE	NO.	VOLT	QUAN.	PRICE
55	6V	10	$ .77	57	12V	10	$ .96
63	6V	10	.96	67	12V	10	.96
1129	6V	10	2.05	1034	12V	10	2.57
1154	6V	10	2.50				

Your Regular Cost	$10.77
Less 10% Discount	1.08
You Pay Only	**$ 9.69**
The G-E "SPACE MISER" is FREE	

(All prices shown are based on manufacturer's suggested prices including F.E.T.)

Ordinary cartons having no rack, shelves may get sloppy and disarranged. It's hard to find the bulb you want . . . service slows down.

G-E "SPACE MISER" rack keeps stocks neat, saves valuable shelf space for other items. Lamp cartons are easily removed . . . service is faster.

To help you sell *pairs* of G-E All-Weather Headlamps . . . this Spring, over 50 million readers will see General Electric's national advertising. They'll be shown why it's wise to check their own headlamps for blackened bulbs, darkened reflectors and condensation. They will be selling themselves . . . a *PAIR* of G-E All-Weather Headlamps.

Progress Is Our Most Important Product

GENERAL ELECTRIC

At a two-day motor clinic for customers at Tramontin Pontiac in Clifton, N. J., recently, light pattern on Du Mont's TV-Type EnginScope indicates that car being tested has normally operating engine. Left to right are Grover "Slim" Snyder, Tramontin Service Manager; Eugene A De Tone, president; Carl Phundheller, Pontiac Motor Division service representative in metropolitan New York area; and James Boyle, representative for Allen B. Du Mont Laboratories, Inc.

FOR ANY CAR!

WEATHERHEAD

hydraulic brake hose and fittings

Stock the Weatherhead hydraulic brake hose and fittings line . . . original equipment on a vast majority of America's passenger and commercial cars and trucks. Your nearby Weatherhead distributor or jobber will help you maintain the right assortment to meet your specific needs.

WEATHERHEAD THE ORIGINAL EQUIPMENT LINE

THE WEATHERHEAD CO., FORT WAYNE DIVISION
Dept. N-4, 128 W. Washington Blvd., Fort Wayne, Indiana
In Canada: The Weatherhead Co., Ltd., St. Thomas, Ontario

The amount of sleep required by the average person is about five minutes more.

National Teen-Age Road-e-o Launched

Rear Adm. H. B. Miller, director of the White House Conference on Highway Safety, addressed the kick-off luncheon of the National Teen-Age Road-e-o recently. He stressed that this national driving event is "much more than a contest for prizes."

"The Teen-Age Road-e-o is an activity that the President's Conference on Highway Safety is happy to commend," Miller said.

Announcing the opening of the 1957 National Teen-Age Road-e-o, Wendell H. Ford, president of the U. S. Junior Chamber of Commerce, said that young people in more than 3,200 communities throughout the United States, Hawaii, and Alaska will participate.

"Besides being judged on their ability to handle an automobile," Ford said, "Teen-Age Road-e-o participants will be tested for their knowledge of driving rules and psychological attitudes."

Also present at the kick-off luncheon were executives representing the four sponsoring organizations: Chrysler Corporation, Pure Oil Company, Liberty Mutual Insurance Company, and American Trucking Associations, Inc.

HARDLY A
FANCY PANTS...

NO FRILLS · NO TRICKS · JUS

THE FAMOUS McQUAY-NORRIS

There's a LEAK-PROOF *Set Specifically Designed for Every Make and Model. Top Chrome Rings Where Needed.*

McQUAY-NORRIS MANUFACTURING CO.

ST. LOUIS · TORONTO

LARGEST PRODUCER OF SMALL RINGS IN THE AUTOMOTIVE INDUSTRY

ST GREAT PERFORMANCE

CHROME CONTROL LEAK-PROOF® PISTON RINGS

HAVE *CRACKED* THE OIL MILEAGE BARRIER!

INSTANT BREAK-IN!

TOP PERFORMANCE IMMEDIATELY.

Chrome Control rails are prepared for instant mating, before installation, by the exclusive McQuay-Norris heat shaping process, followed by lapping. They *start* with perfect bearing on the cylinder wall surface. To facilitate *immediate* top performance, Chrome top rings are used only where needed.

NO OIL WASTE!

AT HIGH SPEED DRIVING.

Special patented flexible expander prevents high speed ring "flutter" and "surfboarding". Chrome Armored steel rails wipe oil from cylinder walls and safeguard cylinders.

AT LOW SPEED DRIVING.

Specially designed and machined separator ring supports and stabilizes Chrome Armored steel rails—prevents rocking—seals the groove—prevents low speed oil "c-r-e-e-p" around the ring due to high vacuum—yet permits free action in the groove.

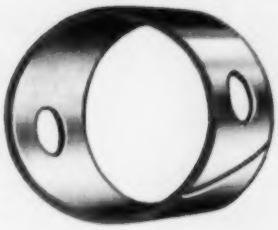
CHROME CONTROL LEAK-PROOF® PISTON RINGS

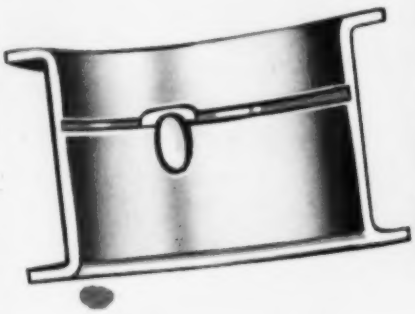
PRINTED IN U. S. A.

...and for Rugged Performance use

McQUAY-NORRIS

BEARINGS





Engineered and Built for Today's Great Horsepower Race

APPROVED ORIGINAL EQUIPMENT FOR CARS, TRUCKS, BUSES, AND TRACTORS

McQUAY-NORRIS MANUFACTURING CO.

ST. LOUIS · TORONTO

LARGEST PRODUCER OF SMALL RINGS IN THE AUTOMOTIVE INDUSTRY

WHY CLEAN METAL PARTS THE HARD WAY?

USE Bendix METALclene

For the toughest cleaning jobs, Bendix* Metalclene is tops. You dip dirty metal parts in Metalclene — and they come out clean. No brushing, no scraping, no heating. There are many imitations—there is *no* substitute.

USE Bendix E-CON-O clene

Bendix* Econoclene is a multipurpose cleaner concentrate that makes ten gallons from one by mixing with solvent or kerosene. It removes oil, grease, resins and tars; can be used as a spray or a dip; has high rinsability in hard or soft water.

*REG. U.S. PAT. OFF.

BENDIX PRODUCTS DIVISION
BENDIX AVIATION CORP.
SOUTH BEND, INDIANA

Portrait of Auto Salesman 'Painted'

This could be the composite portrait of the country's successful automobile salesman reports GM's Chevrolet Division:

He's 42½, weighs 180, is just shy of five feet-10 and has been selling cars a little more than 11 years. His net sales for the year amounted to about two-thirds of a million dollars on 390 deals.

Doctors are the toughest customers on which to operate but he finds his own breed—salesmen—the easiest to sell. If he weren't selling cars, he'd probably be selling real estate.

Top-Ranking Salesmen

The composite is drawn from the records of the 66 top-ranking Chevrolet retail salesmen in the nation who were guests of GM in Detroit recently. They are the leaders among the 26,425 retail salesmen in the company's 47 zones on the basis of their 1956 performances, says W. E. Fish, general sales manager.

The 66 men, who accounted for more than $43,000,000 in net sales last year, are in Detroit as zone car, truck and fleet presidents of the honorary 100-50 Car Clubs.

CLASSIFIED ADVERTISEMENTS

AGENTS: Jobbers wanted for our line of finest auto lambskin buffer bonnets and washmitts. Nine inch pad, high nap. Sells under twelve dollars per dozen. Wind Mfg. Co., 3322 Lawrence Ave., Chicago 25, Ill. Phone: CO 7-1891.

AUTO PARTS, wholesale & retail. (A chain of 6 stores in Idaho & Oregon.) Gross, approximately $800,000. Asking price of $400,000 includes approx. Invty. $300,000, and $97,000 equpt. Established 28 yrs. Dept. 24077.

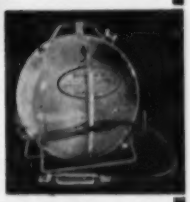
GARAGE and BODY SHOP, E. New Y. Profits, $10,625. Val. R.E. liv. qtrs. & garage. (3 shops, 1 new, suited to light mnfg. Expansion oppty. on ideal loc. for car agency. A-1 compl. eqpt. Price $145,250. Dept. 42475.

CHAS. FORD & ASSOC., INC., 6425 Hilywd. Bl., Los Angeles, Cal.

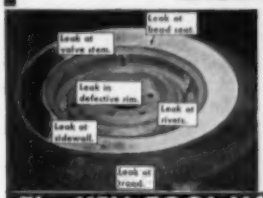
LOCATE TIRE LEAKS INSTANTLY . . . with AMAZING NEW Detecto-Mist by KEN-TOOL

Saves Time, Saves Work, Ends Messy Dunking! Just spray tire and rim—on or off vehicle — mountains of bubbles locate leak. For all types and sizes of tires — from passenger car to the largest earthmover.

D-100 *Detecto-Mist Spray Unit.* Portable, 1-qt. size. Ideal for service stations. Automatic air release. Solid brass.



D-101 *Detecto-Mist Spray Unit.* Holds 3 gallons. Suitable for larger operations. Automatic air release.



SEE YOUR JOBBER for Ken Detecto-Mist Solution and Spray Units.

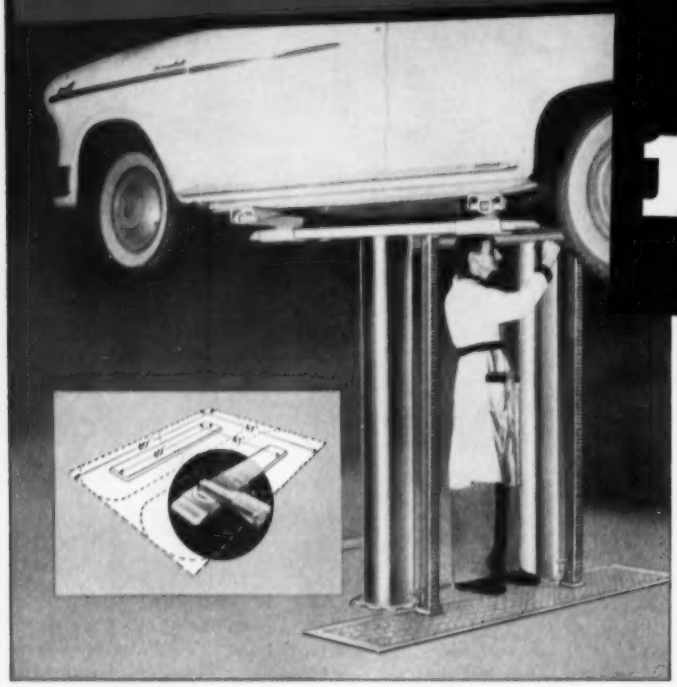
The KEN-TOOL Mfg. Co.
AKRON 5, OHIO

for dry, safe, tidy floors

New, green-flecked Sol-Speedi-Dri floor absorbent does more . . . does it better. Absorbs—thirsty for oils, greases, liquids. Retains—picks up more . . . holds more. Covers—goes further than ever. Resists—won't cake, mat, break up, or get "mushy." Dustlessness—most dust-free you can buy. Uniform—bag after bag, ton after ton.

For sample, see your local jobber, or write Speedi-Dri Div., Minerals & Chemicals Corp. of America, Essex Turnpike, Menlo Park, N. J.

FOR LIFTING ALL CARS
regardless of frame construction



GLOBE ®
THE BEST LIFT
1ST IN "Frame-Kontact" HOISTS

Car manufacturers, car dealers, service departments, and gas stations everywhere favor the "Frame-Kontact" method of lifting vehicles. After using "Frame-Kontact" Hoists, many shops are finding it practical and profitable to equip every mechanic with one. The current trend in car design—with parts accessible under the car, instead of under the hood—makes "Frame-Kontact" lifting a must for economical service and repair.

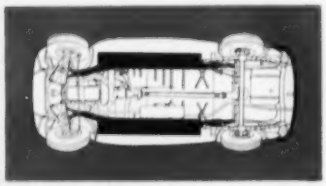
Profits from service on a "Frame-Kontact" Hoist are greater, because less time has to be spent on the job. Mechanics work faster and do better work. Servicing can be completed in 30 to 60% of flat time estimates. In addition, 75% of all repair and maintenance jobs can be handled more profitably on a "Frame-Kontact" Hoist.

GLOBE "CONTINENTAL" ADAPTERS ACCOMMODATE ALL FRAMES

Equipped with the new "Continental" Adapters, "Frame-Kontact" Hoists lift every car on the road today. Solid, widely-spaced support is given the car frame. European cars, "unitized" bodies, jeeps, light trucks, convertibles, even three wheelers are readily lifted.

MAXIMUM ACCESSIBILITY

"Frame-Kontact" design leaves the entire underbody completely accessible for lube, replacement and repair work. Wheels and suspensions hang free . . . all lube points, as well as muffler, brakes, rear end, springs, transmission, and starter are within easy reach.



FREE! **"FRAME-KONTACT" OWNERS: WRITE FOR 1957 LIFT CHART**

The December 1956 issue of the Globe Hoist Data Bulletin gives complete lifting instructions for 1957 cars. Write for your copy.

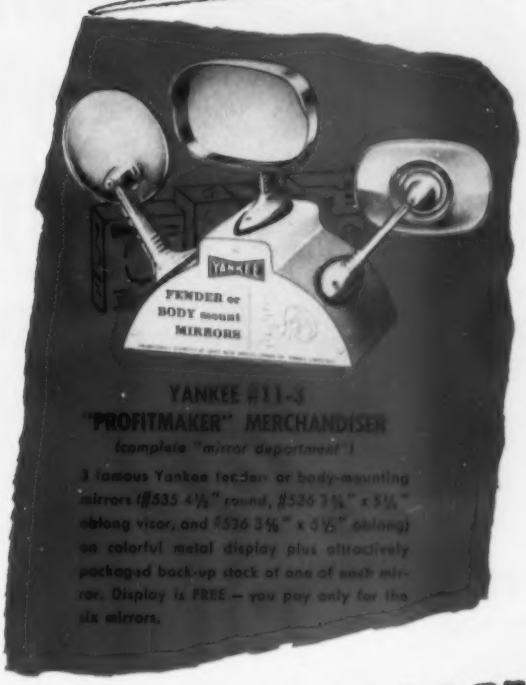
GLOBE ®
THE BEST LIFT
PLANTS: DES MOINES • PHILADELPHIA • LONG BEACH, CAL.

"Frame-Kontact" HOISTS

GLOBE PATENTS The world-famous principle of "Frame-Kontact" lifting was invented, patented, pioneered, and licensed by Globe Hoist Company. It is covered by the following U.S. Patents: 2458986—2593630—2583635—2612344—2612355—2654443. Other U.S. and foreign patents issued and pending.

"FRAME KONTACT" HOISTS SINGLE POST
"FRAME KONTACT" HOISTS TWO POST
FREE WHEEL TYPE AUTO HOISTS
ROLL ON TYPE AUTO HOISTS
TWO POST AUTO HOISTS
TWO POST TRUCK HOISTS
FOUR POST ELECTRIC AUTO HOISTS
WHEEL DOLLY
TRANSMISSION DOLLY

WORLD'S MOST COMPLETE LINE OF AUTOMOTIVE AND HEAVY-DUTY TRUCK HOISTS



YANKEE #11-3
"PROFITMAKER" MERCHANDISER
(complete "mirror department")

3 famous Yankee fender or body-mounting mirrors (#535 4½" round, #526 3⅝" x 5⅛" oblong visor, and #536 3⅝" x 5½" oblong) on colorful metal display plus attractively packaged back-up stock of one of each mirror. Display is FREE — you pay only for the six mirrors.

YANKEE #11-52
"DART" MERCHANDISER KIT

Handsome new flight-styled Dart mirror (#552) on heavy-gauge metal display—plus two more Dart mirrors individually packaged as a back-up stock. Display is FREE.

MIRRORS CAN BE EASY "PLUS BUSINESS"

. . . when they're made by Yankee (world's largest), and merchandised on Yankee displays (world's best). Take a good look at these four profit opportunities for you . . . and then see your Yankee jobber — or write for catalog and name of your jobber to YANKEE METAL PRODUCTS CORP., Norwalk, Connecticut.

YANKEE #0520
"VUE-MASTER" MIRROR DISPLAY

Excitingly new "low-look" #520 Vue-Master mirror on colorful FREE display.

YANKEE #390
"PACESETTER TWIN-LITES"

Really new! Two "original equipment look" rear fender lites for use as stop lamps, turn signals, tail lamps or (with white lens) back-up lites. Easy to install — plus a big profit for you. You'll sell them in pairs out of the handsome self-display twin carton.

For easy "plus business"... make it YANKEE

mirrors and safety lighting

J. S. Coleman, President
Burroughs Corporation

"Business Publications are essential tools of management"

"To keep abreast of rapidly developing techniques in all areas of business operations," says Mr. Coleman, "is not an easy task. Yet, if management is to discharge the responsibilities laid upon it, it must be informed both of technical developments and, indeed, of events and trends of the nation as a whole."

"Without business publications," Mr. Coleman adds, "the job would be impossible. As the size and complexity of the job have grown, management has come to depend increasingly on business publications for information necessary to sound judgment."

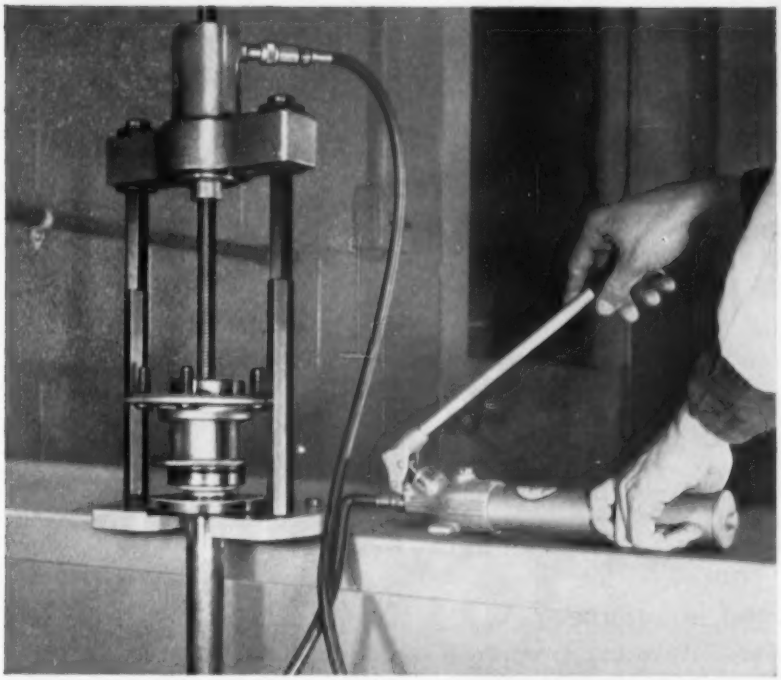
When editorial pages are read with eagerness, advertising pages in those same publications have equally high specialized value. They provide a direct sales route for any product or service of benefit to business or professional men.

NBP

NATIONAL BUSINESS PUBLICATIONS, INC. 1001 Fifteenth Street, N. W., Washington 5, D. C. • STerling 3-7535

The national association of publishers of 165 technical, professional, scientific, industrial, merchandising and marketing magazines, having a combined circulation of 3,849,056... audited by either the Audit Bureau of Circulations or Business Publications Audit of Circulation, Inc.... serving and promoting the Business Press of America... bringing thousands of pages of specialized know-how and advertising to the men who make decisions in the businesses, industries, sciences and professions... pin-pointing your audience in the market of your choice. Write for list of NBP publications and the latest "Here's How" booklet, "How We Use the Business Press and Why" by William C. Sproull, Director of Advertising of the Burroughs Corp., Detroit.

Now! Kent-Moore Portable Power Does These Jobs At the Job:



Removes or Replaces Wheel Bearings, Piston Pins, Pinion Bearings— Many Other Applications

"Press Power" that performs the job *at the job* is now possible thanks to new portable power tools by Kent-Moore. Your shop can now get into the profitable business of removing and installing wheel bearings, piston pins, pinion bearings, pulling side bearings cups, and many others by putting power at the job. New convenience, new ease, new portability results in more service profits. Built with a 12-ton capacity, these tools have plenty of power for all general mechanical operations. Lightweight and easy to handle, they take up small space on your crowded work bench. Designed and manufactured by Kent-Moore — builders of a complete line of service tools and equipment since 1919! Send for descriptive literature today.

CALL YOUR KENT-MOORE JOBBER, TODAY

KENT-MOORE
ORGANIZATION, INC.
28635 MOUND ROAD, WARREN, MICHIGAN
ENGINEERS AND MANUFACTURERS OF SPECIAL SERVICE TOOLS AND EQUIPMENT

57-A4

NEW!
FROM KENT-MOORE

Deliver 4 Times More Power!

Brilliantly new from Kent-Moore, this pressure-grip ratchet screwdriver delivers *4 times more power than conventional screwdrivers!* Even rusted-in nuts and screws pop-out or drive in quickly and easily with a minimum of effort. The ratchet fits comfortably into the hand, converting slight pressure into an amazing exhibition of power. No hand blisters. No overexertion. No skinned knuckles. No screw head damage. Palm-Grip is excellent for home or shop.

The secret behind the revolutionary, new Palm-Grip is this simple mechanism. A small lever permits left-to-right, right-to-left and direct driving action.

Palm-Grip screwdrivers come in a wide range of types and sizes, all the heads necessary for general automotive service and shop work — including nut drivers, Phillips, Frearson, and clutch-type screwdriver heads.

You would expect Palm-Grip to cost a lot of money but it doesn't. The screwdrivers and nut drivers cost the same as any quality screwdrivers. The Palm-Grip ratchet costs only $2.95.

WHY EVERY COOLING SYSTEM NEEDS A SPRING CHECKUP

Does "rusty" coolant mean danger?

Yes. It indicates corrosion of the cooling system. After draining old solutions, check to see if extensive deposits have built up. If so, flush vigorously to remove, using a cleaner when necessary.

Does a clean coolant mean inhibitors are still effective?

No, because rust indicates corrosion only of the iron or steel in the cooling system. Other metals may be corroded without discoloring the coolant.

Where are leaks most likely to occur?

In hoses and hose connections, and after a severe winter, around loose "freeze-out" plugs. Gaskets, water pump seals, and heater fittings should also be checked.

What else should I check?

Thermostats should be inspected and cleaned. High-temperature, winter thermostats should be replaced for summer use if manufacturer's specifications indicate. Also check pressure caps for proper operation... fan belts for tension and condition. Replace if necessary.

Should rust inhibitors be used in summer?

Yes – because they lengthen the life of the cooling system. Fresh water and a good rust inhibitor in a clean cooling system are necessary for summer driving.

What about saving used anti-freeze?

It's a very poor bargain. Rust inhibitors in winter-worn anti-freeze may be exhausted. Adding new inhibitors to old solutions may cause undesirable reactions . . . or the inhibitors may become neutralized, making them useless. It's wise to always use fresh coolants.

Anything else before I close the hood?

After you have refilled the cooling system, start the engine and run until operating temperature is reached. Recheck for leaks, operation of temperature gauge, and possible loss of coolant. Be sure radiator core is free of dirt and insects . . . blow out with air pressure from engine side if necessary. Remove anti-freeze protection tag.

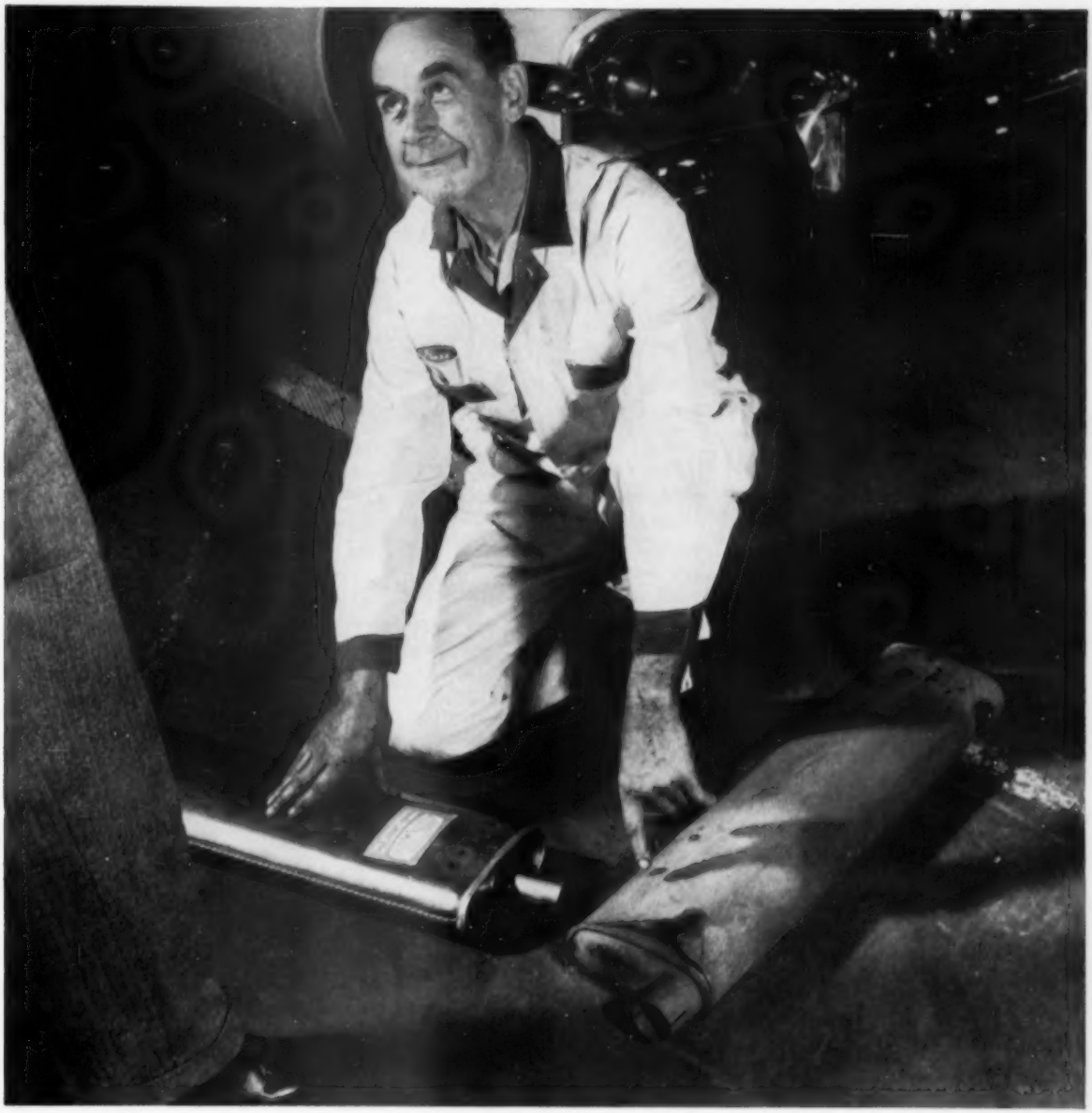
Experience shows that your customers believe in and follow your recommendations. You will be doing them the greatest service by recommending cooling system service now.

CARBIDE AND CARBON CHEMICALS

CARBIDE AND CARBON CHEMICALS COMPANY

A Division of Union Carbide and Carbon Corporation

30 East 42nd Street UCC **New York 17, N. Y.**



"Mister, it'll be a long time before anything like that happens to a MERIT Muffler!"

This dealer knows his mufflers! He knows Merit ovals have up to ⅓ heavier Cushion-Aire® shells, ⅔ heavier outer heads, heavier inner parts, for greater strength and longer life. This quality, plus Merit's silencing action and lower back pressure, all at no extra cost, helps him maintain his reputation for first-class work.

He never misses a muffler sale now, because Merit offers a modern, complete line . . . from glass-packed mufflers to heavy service truck systems. And he gets factory backing, too, with merchandising aids that boost his muffler business.

The profits on his muffler business have gone into high gear with Merit, the high-profit, high-volume and top-quality line And so can yours. Why not call your Merit jobber today:

MUFFLERS AND PIPES

Dept. 15D, 619 Smith St., Toledo 1, Ohio

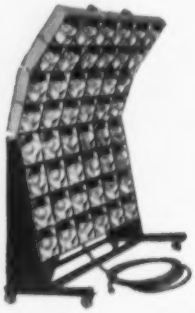
IS YOUR PAINT SHOP MAKING THE PROFIT IT SHOULD?

Here's a check-list of basic points to consider:

☐ ***Can you match factory quality?*** *To turn out sparkling paint jobs, your painter needs a quality production gun like the P-JGA-502-30EX. Applies all types of finishing materials with large, well-atomized spray pattern required for full-covering, high-gloss results.*

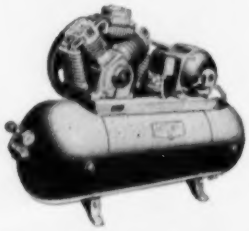
☐ ***Can you spray-apply the anti-glare, anti-scuff texture paints*** *used on new car dash panels? DeVilbiss low-cost P-CGA gun provides pressure feed to handle these jobs efficiently, and does double duty . . . providing suction feed for spray wax, upholstery dyes, and other light-bodied materials as well.*

☐ ***Do touch-up work in a hurry?*** *This versatile DeVilbiss outfit is easy to handle in cramped quarters. Turns out jobs faster by eliminating the need for most masking. Includes extra see-thru glass cups for quick, easy color changes.*

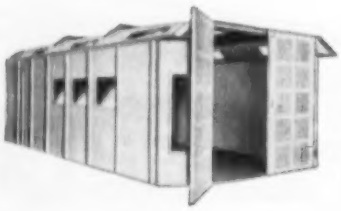


☐ ***Can you give quick delivery on rush jobs?*** *DeVilbiss infra-red baking equipment speeds drying. Produces hard, high-gloss finishes—quickly—without hot spots, or overheating. Available in portable panels, and as traveling ovens.*

☐ ***Are your air tools trouble-free?*** *New DeVilbiss oil-resistant air hose is especially compounded for dependable, long-lasting service with air tools that require lubrication through the air stream. Liner will not disintegrate and plug tools! Braid reinforced—resists kinks, cracking, and fraying.*



☐ ***Are you using 'high-priced' air?*** *Actual tests show that DeVilbiss air compressors deliver up to 22.6% more air per kilowatt hour than most others. Low-friction design makes the big difference . . . provides low-cost air for your vital shop operations.*



☐ ***Can you keep good painters?*** *Any painter is a better craftsman when spraying in a DeVilbiss booth. Ideal lighting, ventilation—and dust-protected enclosure—assure better jobs, better working conditions; also stop fumes and spray dust from spreading throughout the shop.*

SEE YOUR DEVILBISS SUPPLIER FOR FULL DATA

THE DEVILBISS COMPANY
Toledo 1, Ohio

Santa Clara, Calif. • Barrie, Ontario • London, England

FOR BETTER SERVICE, BUY
DEVILBISS

BRANCH OFFICES
IN PRINCIPAL CITIES

on the first team!

Year after year he delivers the most new cars!

The fact is, Chevrolet dealers have been doing that for so long (Chevrolet has been America's first choice for over 20 years!) that there are 2 million more Chevrolets on the road than any other make! That's an enviable record, testifying to the consistent quality and overall appeal of our product. At the same time, this record serves to illustrate what real teamwork can do. Chevrolet dealers and Chevrolet *work together* in an atmosphere of close cooperation and mutual respect. One complements the other so well that together they have been able to form an unbeatable combination. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

Chevrolet Dealers and Chevrolet
THE FIRST TEAM IN THE AUTOMOBILE INDUSTRY
CHEVROLET

Don't Worry about . . .

•ADHESION •POPPING
•PEELING •CHECKING •ETCHING
•RUST •DULLING •SANDING

Let us tell you about

X-I-M FLASH BOND

The SUPERIOR SEAL and BOND

Weather Proved and Used
From ALASKA to FLORIDA'S EVERGLADES

- Save MONEY!
- Save MAN HOURS!

and COSTLY REPAINT JOBS!

PROVEN IN THE FIELD FOR MORE THAN 20 YEARS!

H. FORSBERG CO., MA-2
5103 Lakeside Ave., Cleveland 14, Ohio.

☐ Send complete information on X-I-M FLASH BOND.

☐ Ship us one gallon via parcel post and invoice through our supply house. (Give name of supply house below.)

Our Name.....
Street.....
City..... Zone.... State.....

Supplier's Name.....
Street.....
City..... Zone.... State.....

Sun Oil's New Blends

Sun Oil Company is spending $30 million to advance a new way of buying motor fuel. It will give motorists a choice among five or more octane blends, according to Frank R. Markley, vice president in charge of marketing.

The story of Sun Oil Co.'s four years of research on the new system is told in its 1956 Annual Report, mailed recently to stockholders and employes.

Advertising Campaign

At the same time the company is launching an extensive advertising campaign to announce that "for the first time you'll be able to get tailored motor fuel with the exact octane your car needs . . . without wasting money for octane your car can't use."

Sun Oil's new system blends motor fuels in a wide range of octane grades, each priced according to quality, right at the service station pump. Installation of the system is now in progress and scheduled for completion in early 1958, the annual report states.

The first major step in introducing "custom blending," as Sun Oil Co. calls it, will be taken this month when Sunoco stations will offer a new super-premium motor fuel, designated as Blue Sunoco 240, as a companion to premium quality Blue Sunoco 200. The step will mark the Company's first departure from its single-grade system since Blue Sunoco motor fuel was introduced 30 years ago.

Dry Charge Batteries SAE Meeting Subject

By JOSEPH GESCHELIN, Engineering Editor

Some important hints on the management and care of dry charge storage batteries were given by H. D. Wilson, Ford Motor Company, in his talk at the SAE National Passenger Car Meeting in Detroit last month. Fleetmen and service station operators will be interested because of the better service and life that is possible through simple care.

How long can dry-charged batteries be stored? Assuming they have been made properly, Wilson says that when stored under best conditions the batteries have been known to retain a high percentage of their charge for several years. But he cautions it is not safe to depend on this.

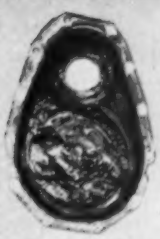
Proper Temperature Important

When making the dry-charge battery wet, Wil-

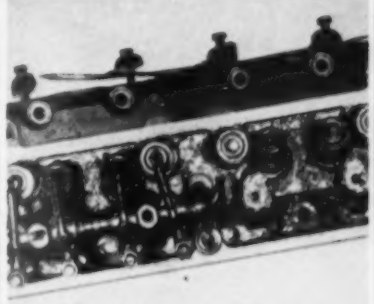
(*Continued on page* 184)

NEW DU PONT M.O.A. KEEPS ENGINES CLEAN, CUTS REPAIRS

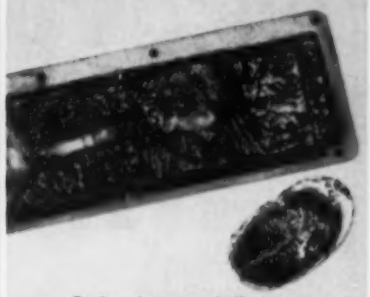
48,000 miles
WITHOUT M.O.A.



Timing-gear cover



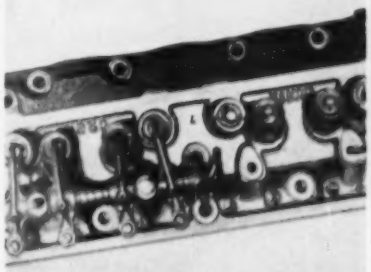
Rocker arm assembly



Push-rod cover and oil screen

48,000 miles
PROTECTED BY M.O.A.

Timing-gear cover



Rocker arm assembly

Push-rod cover and oil screen

New patented discovery prevents low-temperature sludge better than any other packaged oil additive—keeps valves quieter, engine smoother running

These pictures show the reason for many complaints you get about sticky lifters and noisy valves—engine clogging sludge. But now, through 12 years' research and over 4 million miles of road testing, Du Pont has solved the sludge problem.

Radically different from any other additive, new Du Pont M.O.A. stops sludge under *all* driving conditions . . . can actually keep an engine *clean as new*. It is the only packaged oil additive that can do this.

You'll see how well M.O.A. is working every time you check the oil. With M.O.A. the oil turns dark. There's no graphite in M.O.A.—the blackening is caused by the combustion products it *traps* in suspension. With M.O.A., they drain out at oil change instead of sticking to vital engine parts, clogging oil lines, screen, filter and possibly starving bearings.

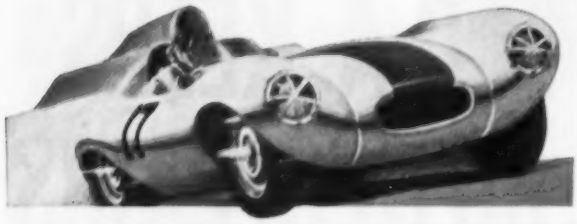
Recommend new Du Pont M.O.A. to your customers. They'll be back for more, because this additive really *adds* to the performance of any car!

- Prevents noisy or sticking lifters and valves.
- Keeps rings, pistons and other engine parts clean.
- Prevents clogging of oil screens and filters.
- Maintains more constant viscosity.
- Saves gas, oil and costly repairs.

DU PONT
REG. U.S. PAT. OFF.

BETTER THINGS FOR BETTER LIVING . . . THROUGH CHEMISTRY

NEWEST OF THE DU PONT No "7" PRODUCTS



100% POWER WINS

Amoco-Gas Gets Grand Prix Spotlight

Once again, Amoco-Gas powered the world's best drivers in the Grand Prix of Endurance for the Amoco Trophy. Not a single car developed fouling lead deposits . . . proof that clear white Amoco-Gas delivers 100% power!

The results of the grueling, 12-hour race are being publicized right now by every major newspaper, in newsreels throughout the country, on radio and TV everywhere.

Experts and motorists alike want Amoco-Gas—and nothing *but!* And that's why Amoco Dealers have an easy time selling it. Amoco-Gas is presold—and preferred!—throughout Amoco's marketing area.

AMERICAN OIL COMPANY

AMOCO Contains NO LEAD

SAE Meeting . . . . .

Continued from page 182

son mentions some important conditions. First of all, both the battery and acid should be held at a temperature above 60F when combined. Test results have indicated that the best conditions are obtained when both battery and acid are at 80F when combined. Then the battery will give its highest output right at the start.

In service, battery life depends largely on the amount of charging it receives. Either too much or too little is detrimental. Longest life is obtained when the battery is maintained in the upper quarter of the charged state and water consumption is at a minimum. Excessive need of water is usually indicative of excessive charging and is a signal that the voltage regulators should be readjusted to a lower voltage setting.

This is especially true in extremely warm climate or in the case of drivers running very high mileage. Factory settings are intended for normal city driving conditions. Battery life can be greatly extended by closer attention to voltage regulator settings and regular observation of water consumption.

Special USAC Fleet

The selection of Mercury as the official car of the United States Auto Club for the 1957 season was announced recently by Duane Carter, USAC Director of Competition, and by F. C. Reith, Mercury Division's general manager.

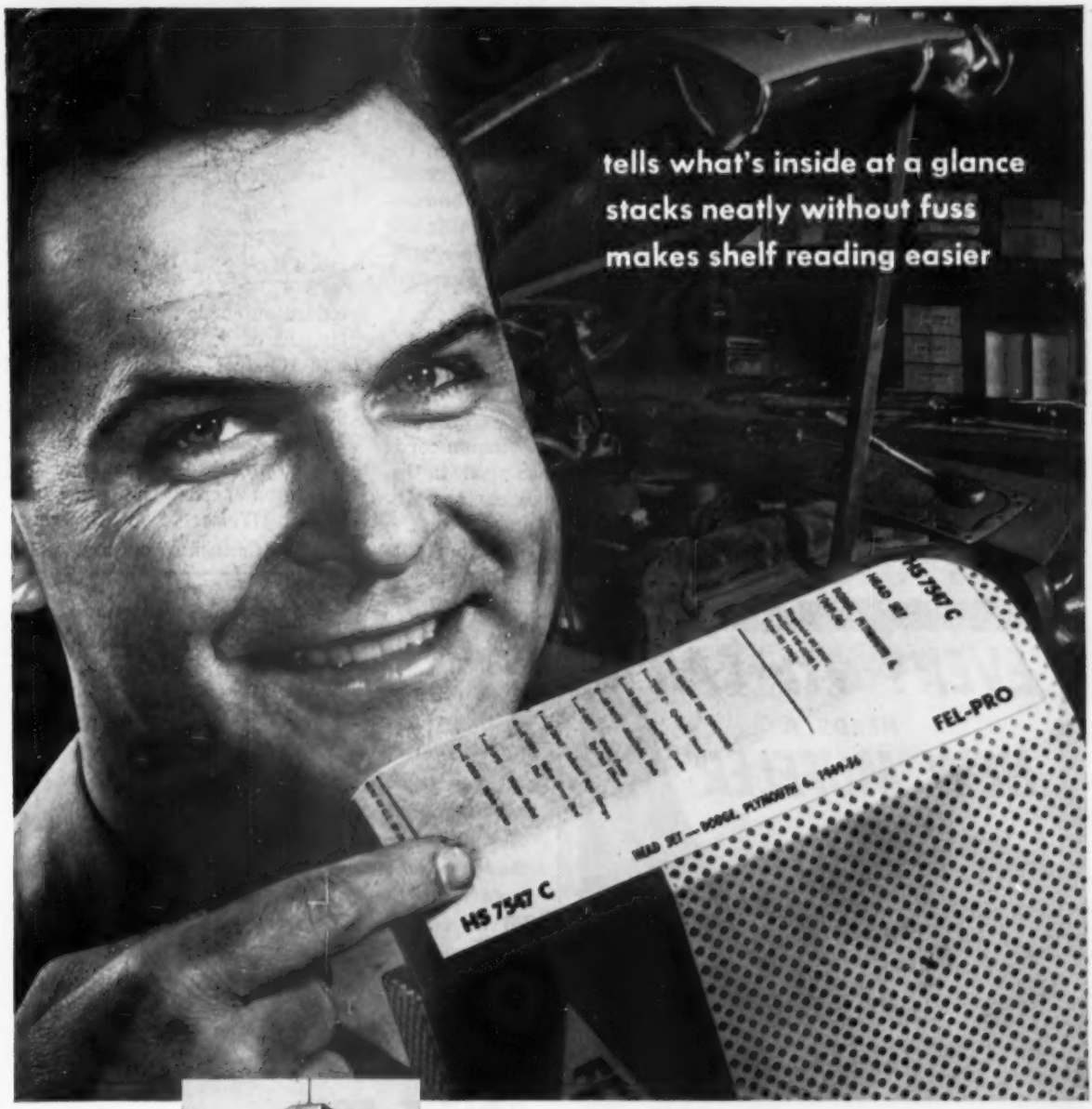
To be used by zone supervisors and field representatives in connection with the regulation of automotive contests, trials and speed runs, a fleet of Mercury Phaeton coupes will be operated by USAC's Competition Division in all sections of the country.

Second Year in the Field

This is the second year the United States Auto Club has been operating as a sanctioning body for competitive events in the automotive field. When the American Automobile Association withdrew from this type activity, participating members formed USAC. Purpose was to engage in overseeing competition in stock car racing, championship (Indianapolis "500") type car racing, and similar events.

The Mercury cars to be used by USAC are production model Montclair Phaeton coupes, equipped with 290-hp Turnpike Cruiser engines. In addition, a Montclair convertible and a Voyager 9-passenger station wagon will round out the special fleet.

New FEL-PRO Gasket Package
keeps no secrets!



at your Jobber's, look for this **DIAMOND of QUALITY**

1634

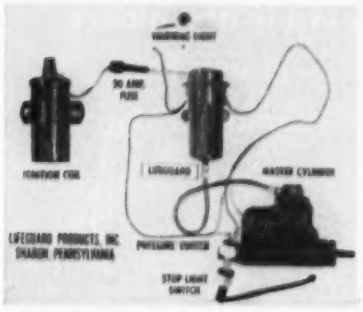
"This is the way gaskets *should* be packaged," you'll say the moment you get hold of a Fel-Pro carton. Look at the label. It doesn't take a Philadelphia lawyer to figure out what's inside. Feel the construction. It has a sturdy, squared-off feel that makes for trouble-free stacking and easier shelf reading. It protects Fel-Pro Gaskets against the evils of shelf life...assures you of factory-fresh stock, always. Sensible packaging is another reason more and more mechanics see their Fel-Pro Jobber to make gasketing jobs easier!

Felt Products Mfg. Co., 1521 Carroll Avenue, Chicago, Illinois.

New Products . . . . .

• Continued from Page 113

marketed. The unit is filled with brake fluid which mounts on the firewall. Copper tubing is used to connect the plastic container to the master cylinder. As fluid in the master cylinder decreases it is replenished from the reserve supply in the Lifeguard cylinder. A float in the unit establishes electrical contact for



the warning light on the instrument panel when the fluid has reached a low but still safe point. *Write: Lifeguard Products, Inc. (M.A.), Sharon, Pennsylvania.*

Point Adjusting Tool

A new point adjusting tool known as the Herbrand No. 2100 has been announced. With this tool adjustment of the points in the distributor can be made through the distributor window the company states. The tool is said to have a rotating shaft enclosed in a 20 inch tube. There is a 3 inch flexible tube on the working end which permits setting in close clearance, the company claims. Points are adjusted by turning knob. *Write: Herbrand Tools (M.A.), Fremont, Ohio.*

Merchandising

Display Carton

A line of new extension cords is now being packaged in individual self-display cartons. According to the manufacturer the cords are suited for portable lighting, power tools, home work shops and outdoor lighting displays. Individually boxed, the

extension cords are available in lengths of 6, 10, 15, 20, 25, 50 and 100 feet—18 and 16 gauge types. It is said that all attachments are molded on to the wire. An all-metal display rack is offered with the purchase of 35 extension cords the company states. *Write: The Crescent*

(*Continued on page* 188)

EVERY 7th CAR
NEEDS A
NEW MUFFLER
MAKE IT A
HAVILAND MUFFLER
FOR CUSTOMER SATISFACTION
Write Dept. 11
QUALITY TESTED AND ACCEPTED
Arnold Haviland Company, Defiance, Ohio

NOW TUBELESS TIRES can be repaired RIGHT!
Here's your chance to prove it
This free Triple Seal Trial Kit with purchase of regular kit. If trial kit is not the best repair you've used return the regular kit to your jobber for full credit.
FREE TRIAL OFFER KIT
TRIPLE-SEAL
Reg. $1.50 retail VALUE
Offer expires May 31, 1957
Ask your jobber for your FREE trial deal today
TRIPLE SEAL compression rivets
No Reaming • Buffing • Heating
• Approved by Major Rubber Co.
• Permanent • Foolproof
• Easy • Quick • Simple
• Saves time • Money • Labor
Seals by compression
1 Inside casing 2 Through 3 Outside
TRIPLE SEAL CORP.
2195 N.W. 27th Ave., Miami, Fla.

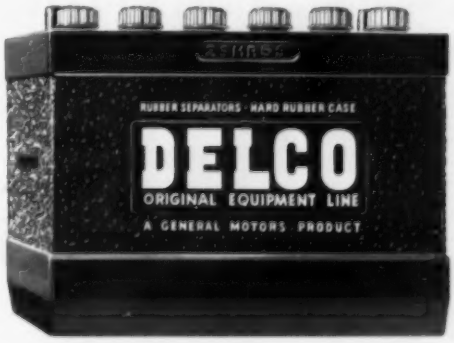
sell the battery your customers know is fresh - Delco Dry Charge!

It's easy to tame a customer with a chip on his shoulder. Show him how you stock Delco Dry Charge batteries. Bone dry! This is why Delco Dry Charge batteries *can't* get old before they're sold!

Next, pour in the electrolyte. Tell your customer that this releases all the raring-to-go, factory-fresh power—that he won't even have to wait for a booster charge, because Delco Dry Charge batteries don't need it.

Another way to calm down a hot-under-the-collar customer is to show him Delco's long-life warranties. Tell him they're backed by Delco and General Motors, and that they are good all over the United States and in Canada, too.

Delco Dry Charge batteries come in all sizes, prices and capacities—and they're quality-built to please even the most demanding customer.



TUNE IN | **ON TV**... Award winning "Wide Wide World" on NBC Network.
ON RADIO . . . Lowell Thomas Newscast on CBS Network.
See local listings for time and station.

distributed nationally by

GM U-M-S PARTS SALES
UNITED MOTORS SYSTEM

GENERAL MOTORS LEADS THE WAY—*STARTING* WITH DELCO BATTERIES

New Products . . . . . Continued from Page 186

Company, Inc. (M.A.), Pawtucket, Rhode Island.

Advertising Sign

A 4 ft x 7 ft board advertising sign has been made available to dealers of AP mufflers and

tail pipes. According to the company, the double-faced sign is designed for curb use outside the station or garage. It is made of sheet metal with a baked enamel finish. The "A" board sign can be read by motorist passing in either direction. *Write: The AP Parts Corporation (M.A.), Toledo 1, Ohio.*

Goodwill Ambassadors

According to the Turtle Wax-Plastone Co., Inc., a program of sending goodwill ambassadors directly into the field has been inaugurated. It is said that this personalized service will extend throughout the United States. The goodwill ambassadors will ride in new Turtle-Wax Fords. All are 1957 models and are white, offset by red and green coloring in the Turtle and lettering. *Write: Turtle Wax-Plastone Co., Inc. (M.A.), 4100 West Grand Avenue, Chicago 51, Ill.*

Scratch Remover Display

The new Duro auto body scratch remover, packaged in a

tube is now being introduced. According to its manufacturer, it can be used as a tie-in sale with any auto body polish. This scratch remover is said to be buff colored and pine scented and will work on all makes, colors and models of cars if the

(*Continued on page* 191)

LEE LIFETIME
Valve Refacer
- Zero to 90° positive stop — and minus one degree setting
- V-ways with automatic take-up for wear
- Collet Chuck

SUPER FINISH AND EXTREME ACCURACY

MODEL K403C

Occasionally a manufacturer develops a product that is so outstanding that the trade gives it a rousing welcome. The K. O. Lee Lifetime Refacer is such a product.

The K403C refacer does an exceptionally fine job of grinding valves—providing a super finish seldom equaled by more expensive machines.

K. O. Lee Company, Aberdeen, S. D.

New 1957 Patterns
"SOMACA" Auto Glass Pattern Service
National Auto Glass Specifications

ORDER NOW! Set No. 27-00 consisting of all new 1957 Patterns. Patterns on cardboard and new interchangeable parts sheets.

Patterns, Specification Book, Parts Catalog and Calculation Sheets are obtainable on all makes of cars for years 1940 thru 1957. Write for complete information and prices.

SOMMER & MACA Glass Machinery Co.
Automotive Department
3624 SOUTH OAKLEY AVENUE CHICAGO 9, ILLINOIS

NEW ARMSTRONG TIRE

ROLLS 114,000 MI. BEFORE FIRST RECAP!

Rolling doesn't wear off rubber — scuffing does. Armstrong's new design checks scuffing, gives phenomenal mileage.

"114,000 miles over rugged Maine roads — and still good for a lot more!" That's typical of letters in our files testifying to the amazing mileage Armstrong's new Miracle S-D Tires run up — because they "kiss the road".

Tire engineers have long known that so long as a tire *rolls* over the road, wear is negligible. But when design causes rubber to be dragged, even a fraction of an inch, scuffing causes rapid wear.

Miracle S-D Armstrong Tires lick scuffing! Interlocking sipes let tread rubber "rock" just enough to *kiss* the road hello and goodbye. And intertread bumpers (see diagram) permit deep-tread ribs that *can't* weave. Traction goes sharply UP; scuffing, slipping and skidding go sharply DOWN. Run your own test on these new tires that "kiss the road" — and revise your ideas of how long over-the-road tires can last.

Exclusive interlocking sipes grip road in all direction, let tread "rock" just enough to hit the road and leave it without fore-and-aft scuffing.

Exclusive intertread bumpers prevent deep tread from weaving under load or braking pressure, greatly reduce side-to-side scuffing.

ARMSTRONG MIRACLE S-D TRUCK TIRES

The Armstrong Rubber Co., Home Office, West Haven, Conn.

Everybody's looking at Gabriel advertising

All through 1957—in all these favorite magazines—Gabriel will be the best-advertised line in the shock business. And that means Gabriel is the most salable line *for you*. Only Gabriel offers you so much: famous HydrOshox and Silver "E"; exclusive AjustOmatic; a name your customers know and trust. All these advantages are yours to use. Profit from them now . . . with Gabriel.

THE GABRIEL COMPANY, CLEVELAND 5, OHIO

Gabriel

AJUSTOMATIC
SHOCK ABSORBERS

paint film is in satisfactory condition. It is packaged in 3 oz. tubes, and there are 12 individually boxed tubes to the self-selling counter display carton. *Write: Woodhill Chemical Manufacturing Co. (M. A.), 1391 East 33rd Street, Cleveland 14, Ohio.*

Sales Kit

A four-piece direction signal flasher sales kit is now being distributed by Tung-Sol Electric Inc. The kit, according to the company, contains a service guide with direction signal lamp and flasher replacement charts, a catalog sheet, a No. 6 flasher assortment folder and a four-color acetate lighting service streamer. *Write: Tung-Sol Electric Inc. (M.A.), Newark, New Jersey.*

Air Brake Catalog

The revised Wagner Air Brake catalog, KU-201B is now being distributed. It consists of 28 pages in two colors. The catalog describes, according to the company, the straight air and air - over - hydraulic brake systems for trucks, tractors, trailers and buses. It is said to describe rotary air compressors, actuation and protection valves, safety and warning devices and other component parts. Diagrams of tractor and trailer air brake installations are included with illustrations. *Write Wagner Electric Corporation (M. A.), 6400 Plymouth Ave., St. Louis 14, Missouri.*

Filter Wall Chart

A wall chart, providing installation data on air filter and oil filter refills for cars and trucks has been made available. The Purolator chart, it is said, carries the new air filter specifications in addition to oil filters. The front of the chart is said to give oil filter and air filter specifications. The reverse side, according to the company, provides cross references between Purolator refill numbers and thirteen other makes, stating brand name, type, model designation and dimensions. *Write: Purolator Products, Inc. (M.A.), Rahway, N. J.*

Muffler Comic Book

A new 12-page comic book has been released which is said to tell pictorially and with simple dialogue why mufflers wear out faster today and explain about the company's new Dri-Flow design. *Write: The AP Parts Corporation, Toledo 1, Ohio.*

Engine Wall Chart

A wall chart is now available which is said to be printed in six colors and to measure 25 x 29½ inches. The chart stresses the theme, "Cooling System Care Pays." It was developed around current high output V-8 overhead valve engines. Thirteen major operation and service check points of the engine cooling system are shown. It is said to list the problems which may develop as the result of inadequate car care. According to the company these check points include the transmission oil cooler and vacuum operated heater valve. *Write: National Carbon Company, A Division of Union Carbide and Carbon Corporation (M. A.), 30 East 42nd Street, New York, 17, New York.*

Get a
Gabriel
shock tester
FREE!
Shock Absorbers
TESTED FREE
Now yours in Gabriel's new all-in-one Tester Assortment. Eight fast-moving, high-profit AjustOmatics, plus exclusive on-car tester and other sales tools packed in one carton. See how easy it is to clear $30-$40 a day—the Gabriel way! Ask your jobber.
Gabriel
SHOCK ABSORBERS
The Gabriel Company, Cleveland 15

Service Suggestions

Instruction on How to Close Front-Hinged Hood

The front-hinged hood of the 1957 Mercury should not be closed from the side of the car. Closing the hood from the side is not only difficult but it may also cause chipping of paint on the fenders and distortion of the hood assembly.

The hood should always be closed from the front of the car in the following manner:

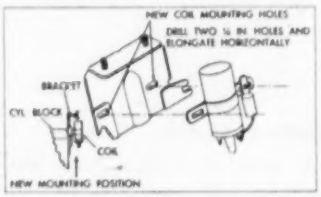
With the hood in the open position, place both hands near the center of the hood and press in a light downward motion. As the hood is closing follow through with the downward motion to secure the hood to the hood lock.

Removed Torus Cover Parts Should Not Be Replaced

Whenever the flywheel is removed from the torus cover on Hydramatic equipped cars, it is important that the 24 torus cover to flywheel screws and self-locking nuts, be replaced. Torus cover assemblies should not be replaced because of damaged screws.

Starting Cold 6-Cylinder Engines with Oil Filled Coil

Occasionally a report of hard cold engine starting may be encountered of Plymouths with 6 cylinder engines equipped with an oil filled coil. To correct this condition, remove the coil from the bracket and reposition against the vertical face of the bracket. Mount the bottom of the coil under the lip of the angular flange. Transfer two holes on the vertical face and drill ¼ inch holes through the bracket.



Transistor Radio Damaged When Speaker Is Removed

The 1957 Transistor radio must never be turned on with the speaker disconnected. Damage to transistor will result if this caution is not followed.

In the event the transistor is damaged in this manner it will be necssary to remove the receiver and speaker and take them to an authorized radio service shop for repairs.

He: How're you getting along with your driving?

She: Wonderful. Yesterday I went sixty miles an hour and tomorrow I'm going to try opening my eyes when I pass another car.

Dependable TESTING!

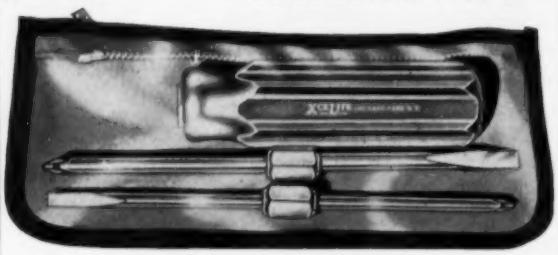
For ALL Electrical Systems

Use this HOYT No. 628 Tester on all car, truck, or boat 6, 12, 24, 32 volt systems. 0-10, 20, 50 volt and 7-0-80 amp ranges. Separate voltmeter and ammeter leads. Easy reading 4½" scale. WRITE for data and *low* cost.

Hoyt ELECTRICAL INSTRUMENTS
Sales Div.: BURTON-ROGERS COMPANY
42 Carleton Street, Cambridge 42, Mass., U.S.A.

XCELITE *Hand Tools* PREFERRED BY THE EXPERTS **NEW!**

CK-20 ZIPPER POUCH



. . . WITH THOSE EVER-POPULAR "Combination-Detachable" SCREWDRIVERS!

Here it is! The tough plastic pocket zipper pouch with the window! Fits hip pocket, tool box, glove compartment, any 4"x8" space. Big 4"x1-½" Xcelite handle! Real savings over buying individual tools!

- Nos. 1 & 2 Phillips and 3/16" and ¼" regular blades!
- The four popular clutch sizes also available in reversible blades to fit same handle!

XCELITE, INCORPORATED
Dept. K
Orchard Park, N. Y.
In Canada—Charles W. Pointon Ltd., 6 Alcina Ave., Toronto, Ont.

For Originality LOOK TO XCELITE

Big Bonus for you on
DU PONT RADIATOR PRODUCTS

FREE

Folding lawn chair—with any 4-case assortment of Du Pont Fast Flush, Anti-Rust, new Cooling System Sealer and Heavy Duty Sealer. The chair is sturdily constructed of rust-proof aluminum, with colorful weather-resistant webbing. A $13.95 retail value!

or

FREE

"Beauty-Fold" table—with any 6-case assortment of Du Pont Fast Flush, Anti-Rust, new Cooling System Sealer or Heavy Duty Sealer. This sturdy table of lightweight aluminum folds for easy carrying. Opens to full 27" x 60" size at touch of a button. A $15.95 retail value!

or

FREE

Get one case of Du Pont Fast Flush, Anti-Rust, new Cooling System Sealer or Heavy Duty Sealer (your choice) *free* with any 6-case* assortment of these fast-moving Du Pont No. "7" Radiator Products.

**Or ½ case free with any 3-case assortment*

Now, with these special limited-time offers, high-profit Du Pont No. "7" Radiator Products are even more profitable. They're nationally known—backed by heavy advertising, backed by famous Du Pont quality that you can sell with confidence. Now's a good time to stock up and sell!

DU PONT

BETTER THINGS FOR BETTER LIVING ...THROUGH CHEMISTRY

DU PONT Nº "7" PRODUCTS

From Chemical Research . . . for Easier Car Care

Customers Last Longer

Johns-Manville

REPEAT PROFITS come from doing the right kind of job with skilled workmanship and quality materials. And J-M Lined Brake Shoes and Exchange Plan give you a range of select materials that precisely match the requirements of every brake system.

Depending upon the service need, you have your choice of—J-M PB Sets that are power built for power brakes—Custom Four Star sets for standard systems —or popular WireKlad lining.

But quality isn't all you get . . . J-M backs up these

JOHNS MANVILLE JM PRODUCTS **Johns-Manville**

when you use

Brake Lining

outstanding materials with sales-service training for dealers; with consistent, effective merchandising to car owners in your community; with distributors who can fill your requirements quickly and accurately from stock, and who supply constructive ideas to expand your brake service volume and profits.

There is a reliable J-M Distributor near you. Ask him about the advantages of the J-M Lined Brake Shoe Exchange Plan. Or, write Johns-Manville, Box 14, New York 16, N. Y. In Canada, Port Credit, Ont.

J-M Dealers enjoy many important extra benefits

Sales-Service Clinics—Thorough training program covering latest techniques of servicing brakes, including the newest types, that make brake work more efficient, more profitable.

Pre-sold customers and prospects—Powerful advertising including the NBC Television show "Meet the Press" and Saturday Evening Post, plus point-of-sale material, help you sell more.

Reliable Distributors—J-M Distributors are carefully selected on the basis of their understanding of your needs, their ability to give you the service you require to build your business.

asbestos **Brake Lining**

Calendar Of Coming Events

Dealers Conventions

April 26-17—South Carolina Automobile Dealers Assn., Francis Marion Hotel, Charleston.

April 29-30—Pennsylvania Automotive Assn., Penn-Sheraton Hotel, Pittsburgh.

May 5-7—Idaho Automobile Dealers Assn., Pocatello.

May 6-7—Missouri Automobile Dealers Assn., Chase Hotel, St. Louis.

May 9-11 — Washington State Auto-Dealers Assn., Winthrop Hotel, Tacoma.

May 14-15—Massachusetts State Automobile Dealers Assn., Inc., Hotel Statler, Boston.

May 19-21—North Carolina Automobile Dealers Assn., Asheville.

May 26-28 — Tennessee Automotive Assn., Peabody Hotel, Memphis.

June 6-7—Oregon Automobile Dealers Assn., Multnomah Hotel, Portland.

June 7-9—Automobile Trade Assn. of Maryland, Commander Hotel, Ocean City.

June 20-23 — Independent Garage Owners of America 2nd Annual Convention, Toledo, Ohio.

June 27-30 — Michigan Automobile Dealers Assn., Mackinac Island.

Aug. 18-19 — Georgia Automobile Dealers Assn., General Oglethorpe Hotel, Savannah.

Aug. 25-27 — Automobile Dealers Assn. of West Virginia, Greenbrier Hotel, White Sulphur Springs.

Sept. 6-8—Maine Automobile Dealers Assn., Inc., Samoset Hotel, Rockland, Me.

Sept. 8-10—New York State Automobile Dealers Inc., The Concord, Kiamesha Lake, N. Y.

Sept. 8-10—Automotive Trade Assn. of Virginia, Hotel Roanoke, Roanoke.

Sept. 8-10 — Wyoming Automobile Dealers Assn., Sheridan, Wyoming.

Sept. 15-16 — Kentucky Automobile Dealers Assn., Sheraton Seelbach Hotel, Louisville.

Sept. 15-17 — Colorado Automobile Dealers Assn., Colorado Hotel, Glenwood Springs, Colorado.

Sept. 16-17 — Minnesota Automobile Dealers Assn., Nicollet Hotel, Minneapolis.

Sept. 16-17 — Wisconsin Automotive Trades Assn., Milwaukee.

Sept. 26-28 — Arkansas Automobile Dealers Assn., Marion Hotel, Little Rock.

Oct. 1-3 — New Jersey Automotive Trade Assn., Chalfonte-Haddon Hall, Atlantic City.

Oct. 2-4—Texas Automotive Dealers Assn., Baker Hotel, Dallas.

Oct. 20-21—Oklahoma Auto Dealers Assn., Tulsa.

Oct. 20-22—Florida Automobile Dealers Assn., Balmoral Hotel, (Bal Harbour), Miami Beach.

Nov. 3-5 — Mississippi Automobile Dealers Assn., Buena Vista Hotel, Biloxi.

Nov. 7 — Connecticut Automotive Trades Assn., Hotel Statler, Hartford.

Dec. 3 — Utah Automobile Dealers Assn., Hotel Utah, Salt Lake City.

Automobile Shows

Dec. 14-21—Miami Automobile Show, Dinner Key Auditorium, Miami.

Jan. 3-11, 1958—Upper Midwest Auto Show, Municipal Auditorium, Minneapolis.

Jan. 4-12—Chicago Auto Show, International Amphitheatre, Chicago.

Jan. 4-12—National Automobile Show, New York Coliseum.

Jan. 18-26—Detroit Auto Show, Artillery Armory, Detroit.

General

April 25-27 — Southeast Automotive Show, Dinner Key Auditorium, Miami, Florida.

May 9-12—Midwest Automotive Show, Inc., Kiel Auditorium, St. Louis, Mo.

May 13-15—Automotive Engine Rebuilders Association convention, Sheraton-Cadillac Hotel, Detroit, Mich.

May 23-26 — New England Regional Automotive Show, Inc., Boston, Mass.

June 20-23 — Independent Garage Owners of America, National Convention, Toledo.

Oct. 5-6—Motor Sports Show, Des Moines, Iowa.

Real Time Savers... by VACO

Solderless Terminal Kits

For Bench Work or Service Calls!

You get positive, trouble-free connections every time you close your hand... with VACO Solderless Terminals. No. 2195 kit contains supply of 10 different types of terminals and crimping tool in plastic storage box. No. 395 kit comes with assorted Pak and Crimping Tool in carrying case.

No. 395...$3.95

Get Them From Your Jobber or Write

VACO PRODUCTS COMPANY

317 E. Ontario Street, Chicago 11, Illinois

In Canada: Vaco Lynn Products, Ltd., Montreal 1, Que.

DRESS THOSE POINTS WITH RIMAC Flex-Stone

The hardest abrasive obtainable, imbedded into a flexible plastic — that's Rimac FLEX-STONE! Can't cause a short circuit — gets to hard-to-get-at places — does its job in slots and corners. Available in standard, extra thin and fine.

ASK YOUR JOBBER OR WRITE FOR LITERATURE

RINCK-McILWAINE, INC.

16 HUDSON STREET · NEW YORK, N. Y.

Unusual Opportunity

Top Automotive Salesmen for District Manager Franchises

Inspection and Warranty Service, successfully being sold to New and Used Car Dealers. Men selected must have successful automotive sales record . . . Able to handle men and be own administrator.

Repeat sales give you high, repeat earnings. Exclusive territory, no investment, write in detail giving qualifications.

Box No. 5, Motor Age, 56th & Chestnut Sts., Phila. 39, Pa.

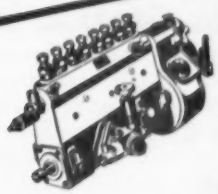
BOSCH
GERMANY

WORLD-FAMOUS MANUFACTURERS
OF HIGH-QUALITY PRECISION PRODUCTS

SPARK PLUGS

VOLTAGE REGULATORS

IGNITION COILS



GASOLINE AND
DIESEL INJECTION

and other automotive, electrical and
fuel-injection products

ROBERT BOSCH CORPORATION
268 Fourth Avenue, New York 10, N.Y.
Robert Bosch (Canada) Ltd., 5767 Monkland Ave., Montreal 28, Que.
Sales and Service Representatives for
ROBERT BOSCH GmbH, Stuttgart, Germany

14

REASONS WHY Chilton's MOTOR AGE WRECK ESTIMATOR IS THE SERVICE FOR YOU

1 Loose Leaf
2 Monthly Price Changes
3 Accurate
4 Complete
5 Parts and Labor Together
6 Labor Based on Factory Time
7 Insurance Company Acceptance
8 Famous CHILTON Exploded Drawings
9 Quicker Reference
10 Sedans, Convertibles, Hardtops, Station Wagons
11 7-Ring Sturdy Binder
12 Convenient Labor Conversion Chart
13 Usable Accurate Towing Chart
14 All Makes of Cars Covered

PRODUCED BY AUTOMOTIVE HEADQUARTERS

• Send $30 for 12 months complete service which includes a year's subscription to Motor Age. If you are a Motor Age subscriber send $26.

CHILTON COMPANY
Chestnut & 56th Streets
Philadelphia 39, Pa.

Here's the quick, convenient answer to

AIR CONDITIONING PROFITS!

PACKAGED REFRIGERANTS

with

- ECONOMICAL, NO WASTE
- FACTORY-CONTROLLED PURITY
- ASSURES ACCURATE AMOUNTS
- SAFE AND EASY TO USE
- CONVENIENT TO STOCK
- BIG REPEAT DEMAND

AUTOMOTIVE AIR CONDITIONING IS "BIG BUSINESS"...
are you ready for it?

Are you ready for the big bonanza in automotive air conditioning? One-pound Charg-A-Can packaged refrigerants with "FREON-12" provide a new source of Summer-service profits, permit quick and easy charging of any car system. These disposable containers, with years of proven leadership in the refrigeration industry, eliminate bulky, wasteful, hard-to-handle refrigerant cylinders, are expertly analyzed for purity and moisture content before filling under carefully controlled factory conditions. Charg-A-Cans are easily stored and available in Six-Pack cartons. Remember—over half-a-million cars will be air-conditioned this year and more coming... so get going!... for a complete stock, together with dependable refrigeration supplies and servicing, call your local refrigeration wholesaler today.

EASY CHARGING OF ANY CAR AIR CONDITIONING SYSTEM...No special skill is required with Charg-A-Cans. Simply attach the convenient TAPACAN(R) valve, or similar valve-type puncturing device, to the Charg-A-Can. Operate puncturing device to pierce the seal. Withdraw part or all of contents by desired valve action. When the Charg-A-Can is empty, remove from valve and discard.

For your convenience, Charg-A-Cans are available in six-pack containers for greater ease in handling, stocking and display.

Stocked and serviced by refrigeration wholesalers everywhere

TRONA

REFRIGERATION DEPARTMENT

American Potash & Chemical Corporation

*TRADEMARK E. I. DUPONT DE NEMOURS & COMPANY

3030 WEST SIXTH STREET, LOS ANGELES 54, CALIF. 99 PARK AVENUE, NEW YORK 16, NEW YORK

W. F. MUNFORD

Portrait by Fabian Bachrach

"A Dynamic Potential . . ."

. . . is created daily by millions of Americans in their purchases of U.S. Savings Bonds through the Payroll Savings Plan. Better than three out of four of United States Steel's American Steel and Wire Division employees are taking advantage of this easy automatic plan of saving.

"We in management feel that every employee, whether newly hired or already on the payroll, must be advised constantly as to the values of this Savings Bond Program. A program designed to maintain high employee participation is an integral part of our everyday operations."

W. F. MUNFORD, ***President***
American Steel and Wire Division
United States Steel Corporation

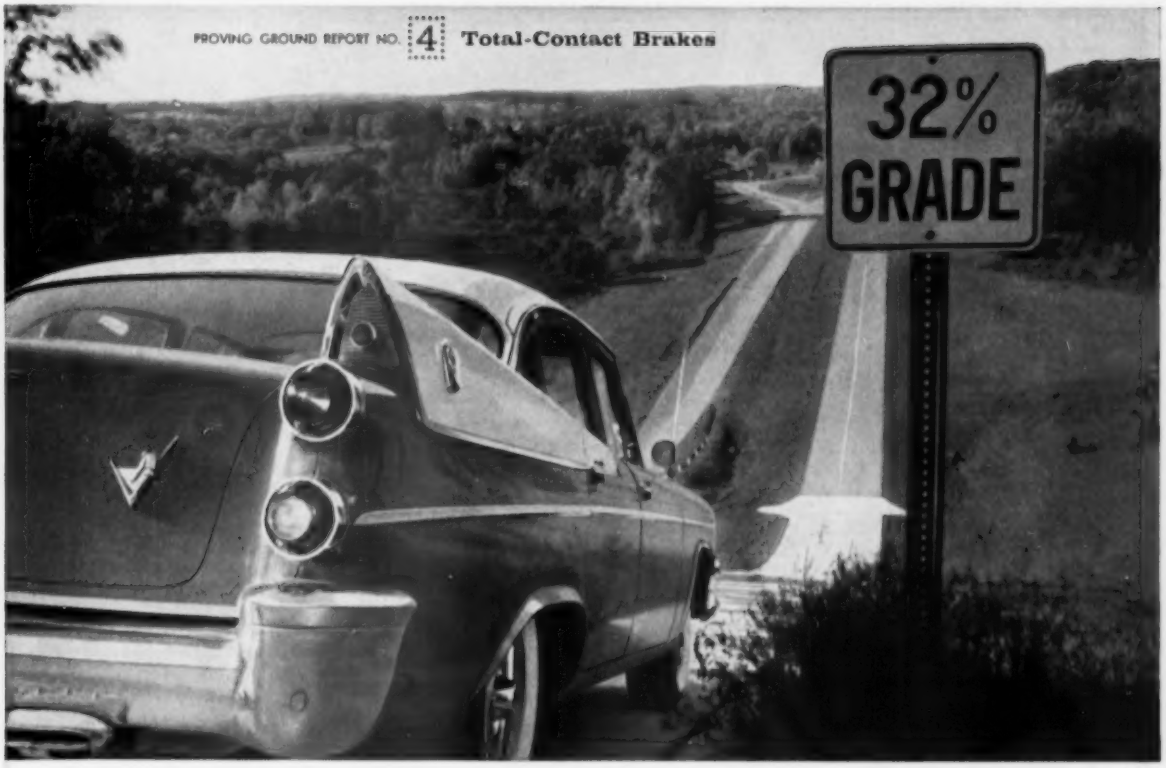
Does *your* company present the advantages of The Payroll Savings Plan (and a Payroll Savings Application Blank) to every *new* employee? Are 75% of *your* employees enrolled in *your* Payroll Savings Plan?

Write to Savings Bond Division, U.S. Treasury Department, Washington 25, D. C. Your State Sales Director will be glad to help you take your place with American Steel and Wire and the more than 40,000 other companies that have successful Payroll Savings Plans.

The United States Government does not pay for this advertising. The Treasury Department thanks, for their patriotic donation, the Advertising Council and

MOTOR AGE

PROVING GROUND REPORT NO. 4 **Total-Contact Brakes**



"They bite the road like a bulldog!"

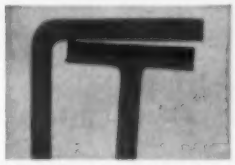
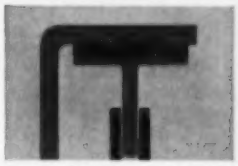
"Let's face it. Most cars have plenty of horsepower these days. But what a lot of 'em need is more *stopping* power."

That's veteran test driver Dick Schanz talking. "I've tested all kinds of cars in the past few years. *And a lot of the '57 jobs have about the same braking capacity they did three or four years ago—even though they've more than doubled horsepower.*"

Ordinary brakes all have the same basic fault: They fail to bring the *full* brake lining area into contact with the drum, side to side and end to end.

Not so with Dodge Total-Contact Brakes. As the name states, they're designed for total contact to give faster, more predictable response, greater stopping power, less brake fade even after repeated high-speed "panic" stops.

"Take it from me," says Dick Schanz, "I've tested 'em all and these Dodge brakes are the greatest. They bite the road like an ornery bulldog."

ORDINARY BRAKES all have shortcomings	**TOTAL-CONTACT BRAKES** have these advantages
	
Tilt—Lack of two-sided support for the brake shoe web and the hydraulic cylinder can cause the shoe to tilt and make uneven contact with the drum.	**No tilt**—Two plates support shoe webs, direct shoe squarely against drum. Brake response is faster with shoes positioned close to drum.
Inflexible web—Drums distort during high-speed braking, when brake shoes push outward. The rigid webs do not let shoes adjust to fit drum.	**Flexible web**—Total-Contact brake shoe webs are flexible. Lining surface can follow distorted contour of drum during high-speed braking.
Fixed anchors—Anchors on ordinary brakes cause shoes to press unevenly against drums. One end makes contact first, because one end is activated first. Other end revolves around anchor, causing uneven contact.	**Floating shoes**—Total-Contact Brakes have "floating" shoes. Instead of rotating around an anchor, the shoes move outward evenly, guided by support plates. Shoes work together—not one, then the other.

Step into the wonderful world of Autodynamics

SWEPT·WING

'57 Dodge

Index to Advertisers

This Advertisers' Index is published as a convenience, and not as part of the advertising contract. Every care will be taken to index correctly. No allowance will be made for errors or failure to insert.

A

Air Express Div. 141
American Hammered Div. ... 165
American Potash & Chemical Corp. 199
American Telephone & Telegraph Co. 140
Ammco (American Oil Co.) .. 184
Ammco Tools, Inc. 150
Armstrong Rubber Co. 189
Armstrong-Victor Div. 115
Auto Specialties Mfg. Co..... 145

B

Bear Mfg. Co. 26
Bell Telephone System 140
Bendix Aviation Corp.
Service Sales Div. 173
Black & Decker Mfg. Co...122-123
Blackhawk Mfg. Co. 16-17
Blue Streak 78-79
Bonney Forge & Tool Works. 128
Bosch Corp., Robert 197
Box 5 196
Briggs Shock Absorber Co.... 132
Buick Motor Div. 157
Burton-Rogers Co. 192

C

Carbide & Carbon Chemicals Co. 178
Carter Carburetor Div. 32
Champion de Arment Tool Co. 163
Champion Spark Plug Co..158-159
Chevrolet Div. 181
Chicago Pneumatic 149
Chilton Co. (Wreck Estimator) 198
Chrysler Corp.
De Soto Div. 147
Dodge Div. 201
Parts Div. 30
Classified Advertisements ... 173
Clevite Service Div. 20
Commercial Credit Corp. 5
Commercial Solvents Corp. 152-153
Curtis Publishing Co.
(Saturday Evening Post) .18-19

D

Delco-Remy Div. 14-15
De Soto Div. 147
De Vilbiss Co. 180
Ditzler Color Div. 129
Doan Mfg. Co. 144
Dodge Div. 201
Dole Valve Co. 154
Du Mont Laboratories, Allen B. 85
Du Pont de Nemours, Inc.
Finish Div. 183
Radiator Products 193

E

Echlin Mfg. Co. 161
Eis Automotive Corp. 160
Electric Auto Lite Co.....22-23

F

Federal-Mogul-Bower-Bearings
Engine Bearings 67
Federal Mogul Service..... 6
Federated Metals Div. 114
Felt Products Mfg. Co. 185
Ford Motor Co. 8-9
Forsberg Co., H. 182
Fram Corporation 61-127

G

Gabriel Co. 156, 190-191
Gates Rubber Co. 125
General Electric Co.....166-167
Globe Hoist Co. 174
Golden Glide Shock Absorber Co. 156
Grand Automotive Products.. 164
Grey Rock Div., Raybestos-Manhattan, Inc. 21

H

Haviland Co., Arnold 186
Herbrand Tools 146
Holley Carburetor Co.....105-155
Hygrade Products Div. 80-81

I

Inland Mfg. Co. 130

J

Johns-Manville 194-195
Joyce-Cridland Co. 116

K

Ken Tool Mfg. Co. 173
Kendall Refining Co. 124
Kent-Moore Organization, Inc. 177

L

Lee Co., K. O. 188
Lee Filter Corp. 148
Life Magazine 10-11

M

McQuay-Norris Mfg. Co. 169 thru 172
Merit Mufflers & Pipes..... 179
Mirror Bright Polish Co..... 164
Murray Corp. 142

N

National Business Publication, Inc. 176
New Britain Machine Co. (Hand Tools) 119
Niehoff & Co., C. E. 138

O

Oldsmobile Div. 28
Olin Mathieson Chemical Corp. 126

P

P & G Mfg. Co. 69
Pennzoil 137
Perfect Circle Corp. 109
Permatex Co., Inc. 1
Proto Tools 7
Purolator Products, Inc....73-151

Q

Quaker State Oil Refining Co. 4

R

Ramsey Corp. .....3rd Cover
Rinck-McIlwaine, Inc. 196
Rochester Products Div..... 29

S

Saturday Evening Post.....18-19
Schrader's Son Div., A.....91-121
Sealed Power Corp. ....2nd Cover
Snap-on Tools Corp. 139
Sommer & Maca Glass Machinery Co. 188
Speedi-Dri Corp. 173
Standard Motor Products, Inc. 2, 75, 78-79, 80-81
Stewart-Warner Corp. 118
Sun Oil Co. 12-13

T

Texas Co. 111
Thermoid Co. .....Back Cover
Thor Power Tool Co. 143
Time Inc. (Life Magazine)..10-11
Timken Roller Bearing Co.... 27
Triple Seal Corp. 186
Tung Sol Electric, Inc. 87

U

Union Oil Co. 131
United Motors System
Delco Batteries 187
Parts Sales 117
United States Treasury Dept. 200

V

Vaco Products Co. 196
Van Norman Automotive Equipment Corp. 120
Victor Mfg. & Gasket Co.... 115

W

Wagner Electric Corp. 133 thru 136
Walker Mfg. Co. 24-25
Weatherhead Co. 168
Weaver Mfg. Co. 162-163
Wilkening Mfg. Co. 63, 64-65
Wix Corporation 203

X

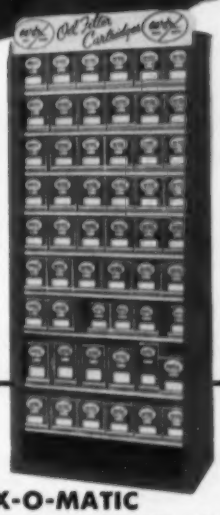
Xcelite Inc. 192

Y

Yankee Metal Products Corp. 175

You'll Get Them COMING and GOING with wix®!

More and more car owners are rolling into service establishments all over the country, asking for WIX Oil Filter Cartridges. WIX tells your customers, in LIFE and the SATURDAY EVENING POST, about the damage that dirt and grit in motor oil can do to a car engine. And, "when motor oil becomes a dirty word" — WIX is THE Oil Filter to use! WIX not alone brings 'em in, but also gives you the most advanced selling aids in the business . . . the time-saving, profit-producing sales tools that MAKE your location a profitable Filter Service Center. If you don't have the WIX-O-MATIC Sales and Service Plan operating for you right now, you're losing sales! For, you can have it FREE to speed your service and step up your profits — PLUS GUARANTEED SALES! Get the WIX-O-MATIC story from your Jobber or write us direct right now.



WIX-O-MATIC

The money-making Filter Service Plan that's revolutionizing Oil Filter Cartridge sales! Makes your service quick and profitable — the right Cartridge, always at your fingertips. Minimum, controlled inventory. GUARANTEED SALE! And, you can have WIX-O-MATIC — FREE. Ask for details.

wix®

OIL FILTERS CARTRIDGES

AUTOMOTIVE • INDUSTRIAL • RAILROAD

WIX CORPORATION • GASTONIA • N. C.

WIXITE

Famous WIX HEVI-DUTY controlled density filtrant for partial-flow systems.

WIX-KNIT

Premium WIX depth-type filtrant in gold cans for full-flow systems.

POROSITE

Exclusive WIX high porosity pleated paper filtrant for full-flow systems.

PC-15

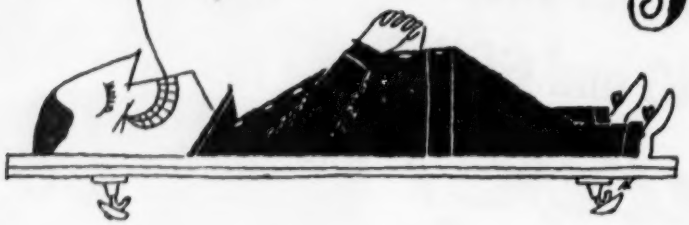
SENSATIONAL WIX "SPIN-ON" FILTER

ORIGINAL EQUIPMENT ON FORD—1957!

Twist-of-the-wrist installation easy and removal. Features built-in relief valve, self-contained gasket and anti-drainback valve. AND: A WIX CONVERSION — to modernize old-style full-flow filters on pre-'57 Ford Cars and Trucks. Ask about WF-15!

In Canada: Wix Accessories Corp. Ltd., Toronto

The Last Laugh



One housewife to another: "With my completely automatic kitchen and laundry, I let my maid go and hired a mechanic."

Him: Where did you learn to kiss like that?
Her: From eating spaghetti.

There's one thing wrong with the younger generation. . . . A lot of us don't belong to it any more.

Teacher—"Name five things that contain milk."
Johnny—"Cheese, butter, ice cream . . . and two cows."

The golden age of parenthood is when the children are too old for baby-sitters, but too young to drive the car.

Then there's the guy who was so conceited that he joined the Navy so the world could see him!

"Come on, Bud, give me the jack!"

"Oh, yes—we've had some of our customers for years and years!"

Photographer—"Why don't you get to work on time?"
Girl—"I'm a late model."

The man with laryngitis whispered over the phone, "Is the doctor in?"
"No," the secretary whispered back, "come on up."

"Any physical defects?" asked the draft board doctor.
"Yes, sir," replied the inductee. "No guts."

"I just got a Cadillac Eldorado for my wife."
"That's a mighty good deal. Where can I make a trade like that?"

"You say you caught a fish?"
"Yep, but it was too small to fool with, so I had a couple of other guys help me throw it back into the lake."

The following sign is reported from a New Jersey intersection: "Cross Road—Better humor it."

Sign at city limits of a Nebraska city: "Fine of $1 for every mile in excess of 25 mph. Pick out the speed you can afford."

The salesman's knock was answered by something beautiful.
"Oh, good morning, madam, may I speak to your husband?"
"Sorry, he's away on business and won't be back for a week."
He took another long look, sighed and asked, "May I come in and wait?"

Elevator operator: "It isn't the up's-and-down's that bother me so much. It's the jerks."

An inebriated man walked into an elevator shaft, fell four floors to the bottom, stood up, brushed himself off, and shouted, "I said UP!"

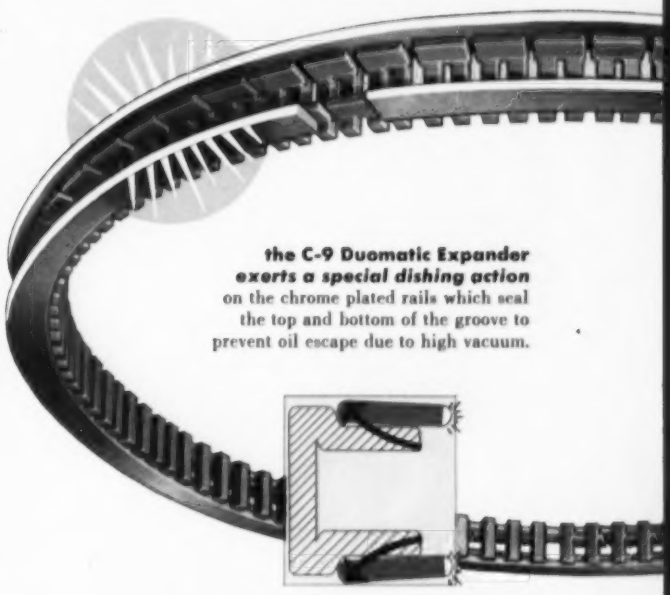
When Johnny brought his January report card home his storekeeper father was bothered by the low grades.
"Johnny, what's wrong?"
"Oh, pop, you know how it is. After the holidays they always mark everything down."

"Yes, sir, it'll take a tow truck to get me out of here tonight!"

Only RAMCO

has BOTH Spiro-Seal and C-9 Chrome Oil Rings — both with years-ahead Side Sealing Action

the chrome Spiro-Segment *dishes under contraction* to provide a gentle sealing action against oil escape at both top and bottom of the ring groove as shown in diagram.



the C-9 Duomatic Expander *exerts a special dishing action* on the chrome plated rails which seal the top and bottom of the groove to prevent oil escape due to high vacuum.

Whatever is FINEST for the Engine you get in Ramco 10-Up Sets!

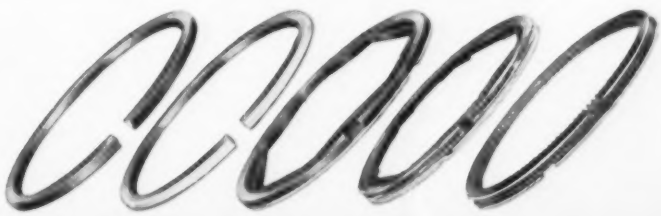
You can depend on Ramco engineered 10-Up sets for the finest answer to any re-ring problem. Take the new family of engines. Here, top and bottom sealing of the oil groove is important due to high vacuum conditions. In 10-Up sets for such engines, you get C-9 Chrome Oil Rings.

However, for over 18 years, Ramco engineering has provided advanced side sealing action for all types of engines through exclusive Spiro-Seal Oil Rings. For most of today's re-ring jobs, this ring with its chrome plated Spiro-Segment and exclusive Double-Life Principle provides the right combination of chrome and full fledged cast-iron oil ring contacts for finest results in quick seating and long life.

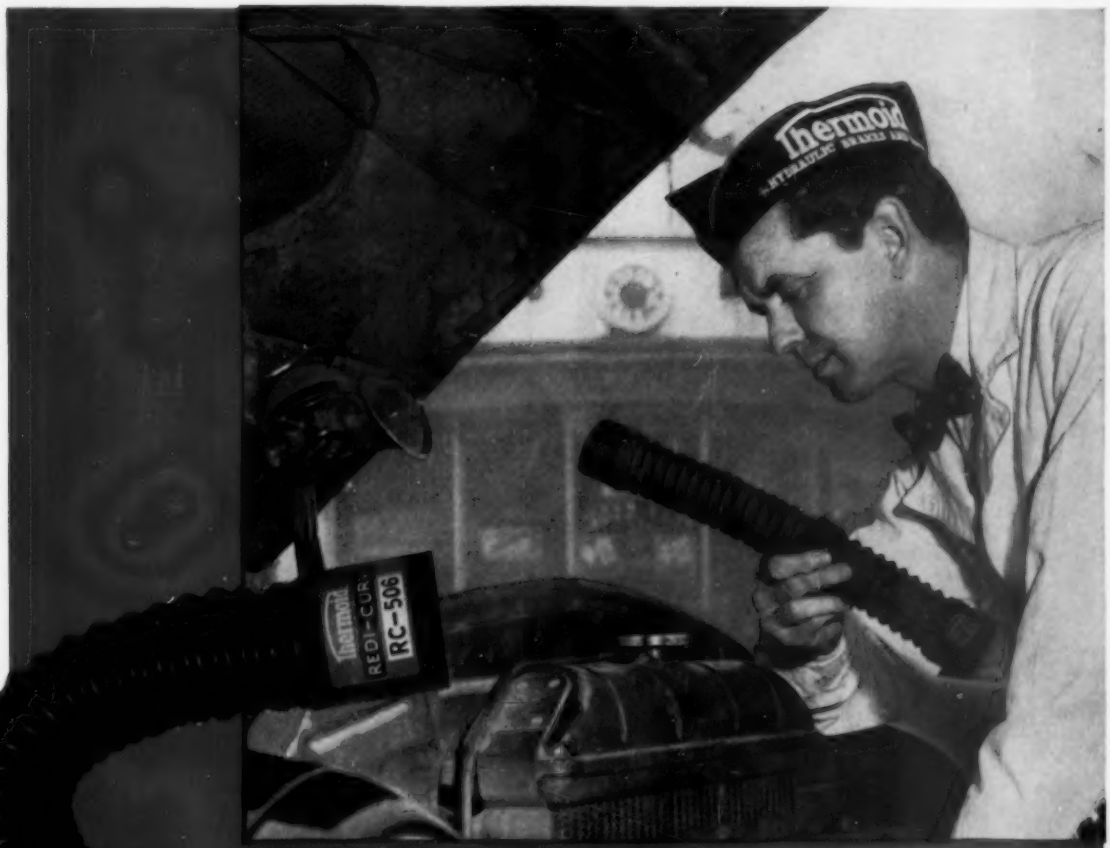
See your Ramco Jobber for all the facts or write Ramsey Corporation, St. Louis 8, Missouri.

RAMCO 10 up piston ring sets
for FINEST Get UP and GO!

Left to Right • • • Tapered Face Compression
Top Chrome Compression • Chrome Rail Compression
Chrome Spiro-Seal Oil • Chrome C-9 Oil



Copyright 1957, Ramsey Corporation R-1546

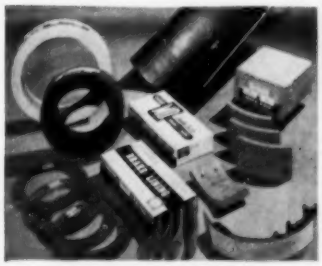


be ready for sales with REDI-CURV

You can fit all popular passenger cars and light trucks with just 23 sizes. So, be ready for Spring check-ups. Replace worn, suspicious-looking radiator hose with Thermoid REDI-CURV. Its strong but flexible construction makes those hard-to-fit connections easier—saves you time and skinned knuckles. Ask your Thermoid wholesaler for "REDI-CURV".

Thermoid

Thermoid Company, Trenton, N.J.



A complete line of Friction Materials

Hydraulic Brake Parts and Fluid